

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

Department of Agriculture Investigating Uneven Loading and Plugging of Grain Shipments

Gain from Ear to Shelled Corn

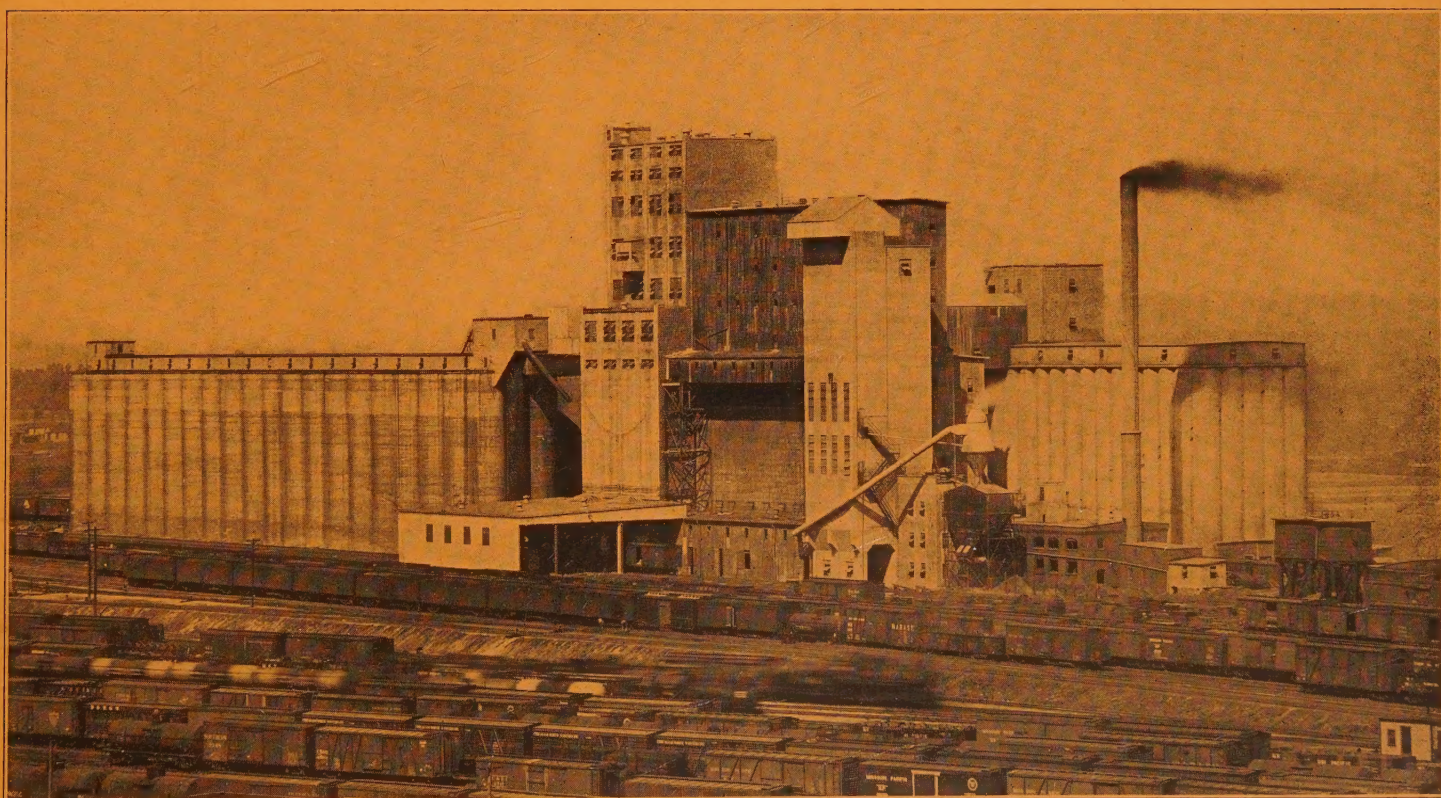
Feed Control Officials Meet

Buckwheat Crop Reduced by Rains

Ohio Grain Dealers Urge Suspension of Tariff on Clover Seed

State's Right to Fix Rental of Sites on Right of Way Denied by Iowa Supreme Court

Court Denies Agricultural Department Right to Inspect or Copy Corporations' Records



The 4,000,000 bu. Kansas-Missouri Elevator at Kansas City has a New Rapid Handling Workhouse with Every Late Improvement. It is fully described in this number.

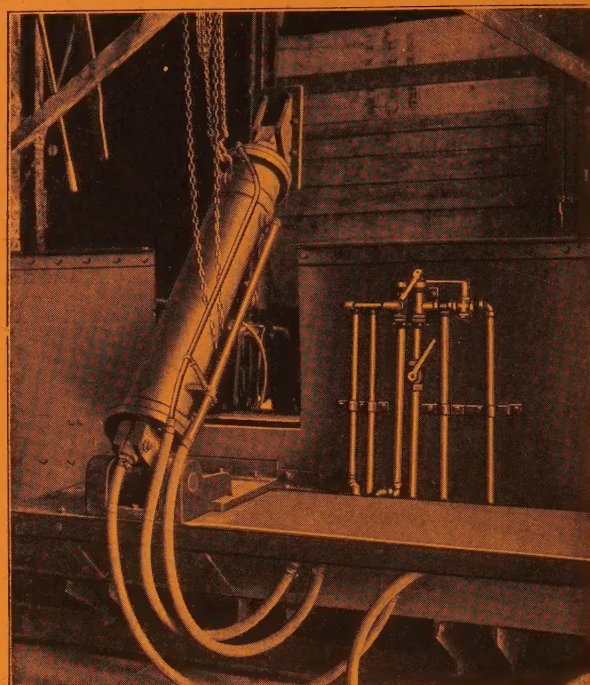
Stop Chopping Grain Doors!

IT'S no longer necessary to chop your way into a car of grain! This tool **pushes** the doors in quickly and easily—entire sections at a time, without breakage.

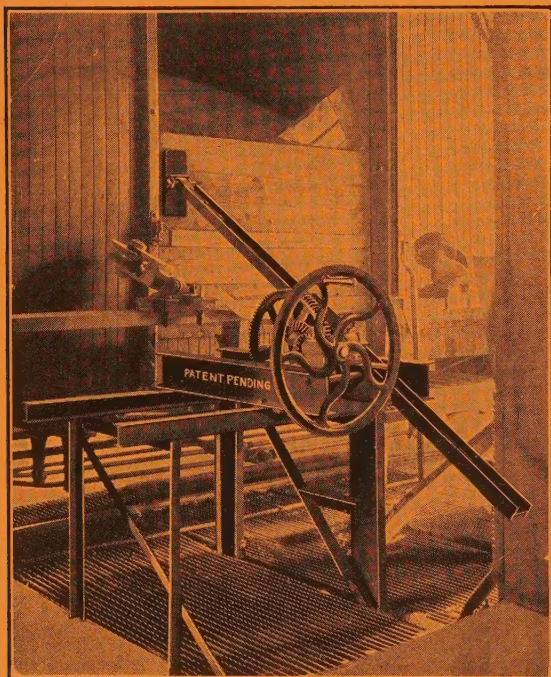
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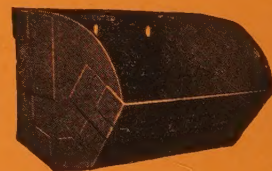
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Pope & Eckhardt Co., commission merchants.*
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Cook, Wade H., grain, hay and grain products.*

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Blinn, Fred W., grain dealers.*

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Enid Milling Company.*
Ferguson-Shircliff Grain Company.
Feuquay Grain Company.*
Gels-Price Elevator Company.
Goltry Grain Company.
Henry Grain Company, John.*
Humphrey Grain Company, E. R.
Johnston, W. B.*
Randels-Williams Grain Company.*

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Christensen, George, grain broker.*

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Federal Commission Co., brokers, consgmts.*
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Henderson Grain Co., consignments, brokerage.*
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Smith Bros. Grain Co., consgmts-merchants.*
Transit Grain & Com. Co., consignments, brokerage.*
Tillery Grain & Com. Co., export, bkgm. consgmts.*
Universal Mills, "Superior Feeds".
West Grain Co., consgmts., merchants, brokers.

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Beatty-Archer Co., grain brokers only.*
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Dixon & Co., E. S., grain receivers, feeds.*
Downman Grain & Hay Co., E. C., gr., fd., hav.*
Ervine & Co., J. E., wholesale grain.*
Rogers, J. E., poultry feed & grain.
Rothschild Co., S., grain, c/s products, rice, b/p.*
Saint & Co., Inc., grain & mixed feeds.*
South Texas Grain Co., grain & feed.*

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Southwest Grain Co., consignments., country run grain.

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Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

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Bruce Bros. Grain Co., consignments.
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Davis-Noland-Merrill Grain Co., grain mchts.*
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
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Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
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Wilser Grain Co., consignments.*
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Zorn & Co., S., receivers and shippers.*

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Kamm Co., P. C., grain shippers.*

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Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Hallet & Carey Co., grain merchants.*
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Hiawatha Grain Co., screenings.*
Malquist & Co., C. A., receivers and shippers.*
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Stuhr-Seidl, shippers grain and feed.*
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NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Abel-Whitman Co., Inc., The, grain, feed, bkg.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.
Bennett & Co., Jas. B., grain, stocks, provisions.
Choctaw Grain Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Mashburn Grain Co., grain and feeds.
Mid-State Grain Co., The, grain & feed mchts.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., brokerage.
Polson Grain Co., mill wheat specialists.
Scannel Grain Co., E. M., grain and feed.
Stowers Grain Co., W. B., grain comm. mchts.*
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.
White Grain Co.*
Winters Grain Co., grain merchants.

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Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

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Cleveland Grain & Mfg. Co., grain commission.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.

PEORIA (Continued)

Luke Grain Co., grain commission.*
McFadden & Co., G. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*

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Stites, A. Judson, grain and millfeed.*

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Stewart & Co., Jesse C., grain and mill feed.*

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Balbach, Paul A., grain buyers, all markets.

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Heald Grain Co., consignments exclusively.
Kellogg-Huff Grain Co., grain merchants.*
Norton Grain Co., consignment specialist.*

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Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS (Continued)

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Turner Grain Co., grain commission.*

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Branson Co., Ted, corn, oats, kafir, hay.

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Custenboder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

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Board of Trade Members.

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Southworth & Co., grain and seeds.*
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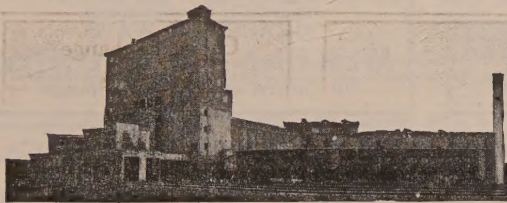
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GRAIN DEALERS JOURNAL
309 So. La Salle Street CHICAGO, ILL.

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a stipulated price, received so many
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decided to keep it.*

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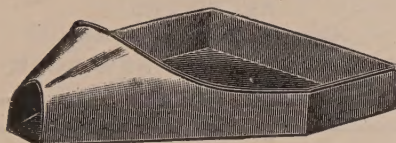
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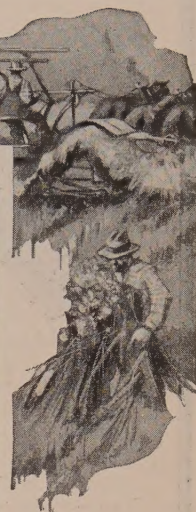
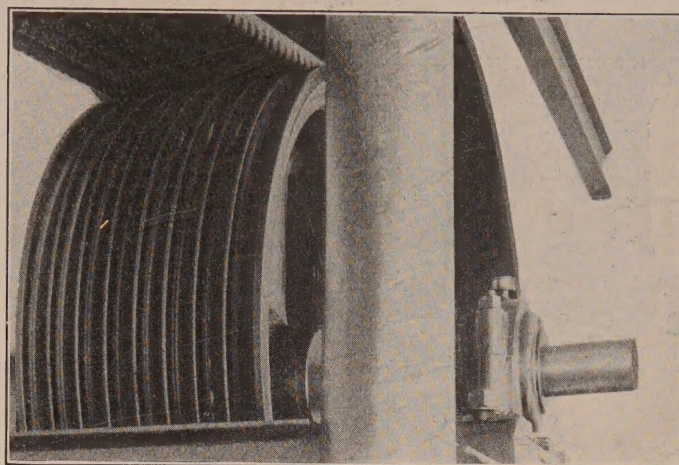
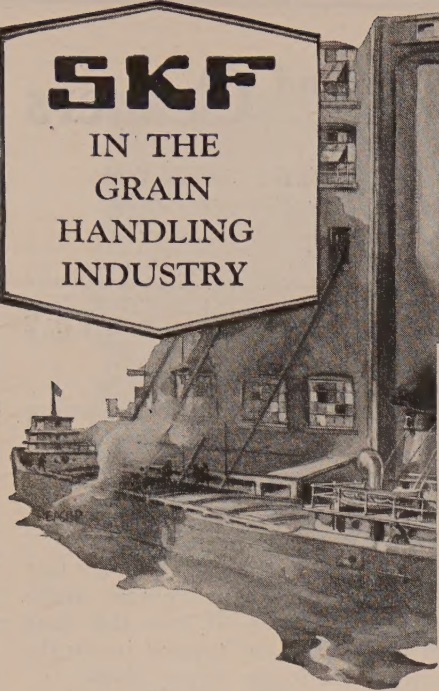
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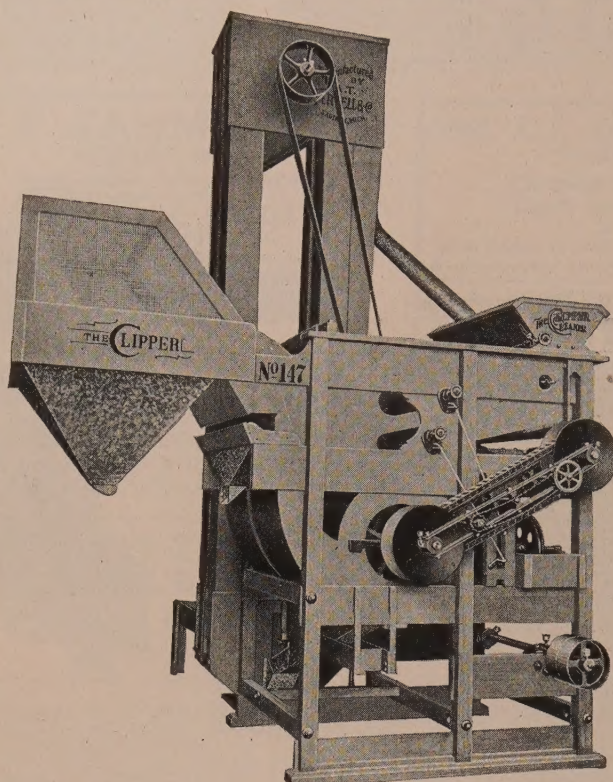
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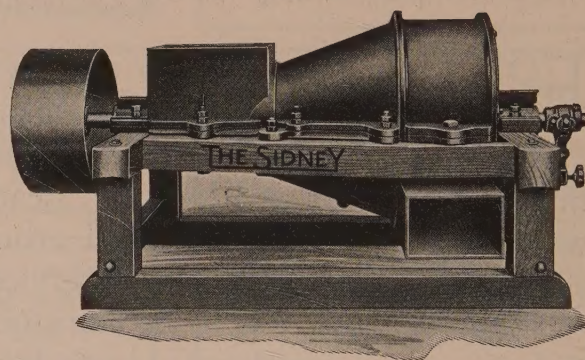
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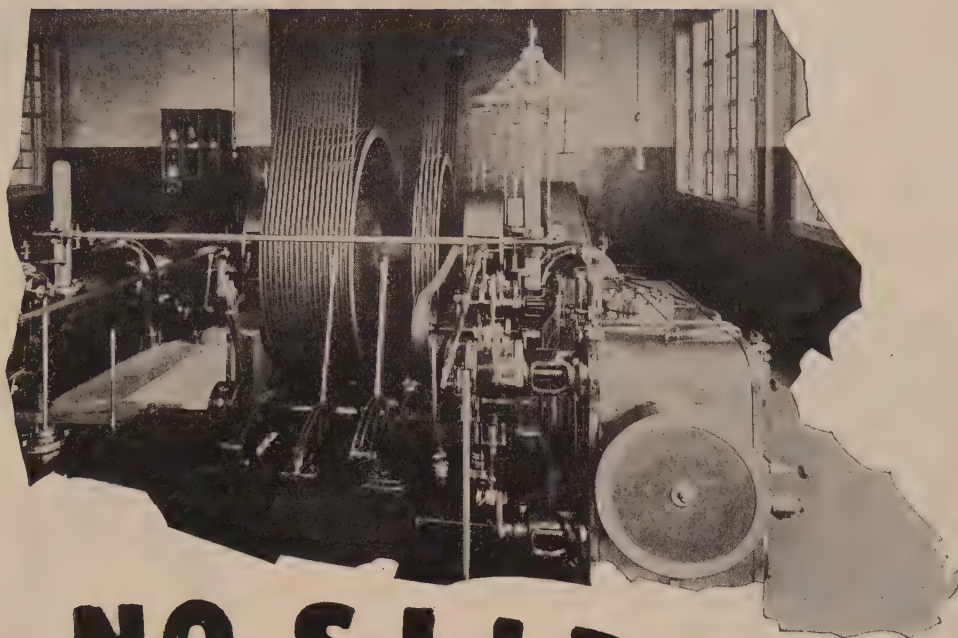
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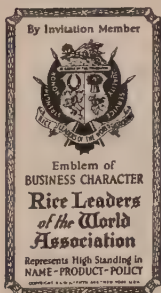


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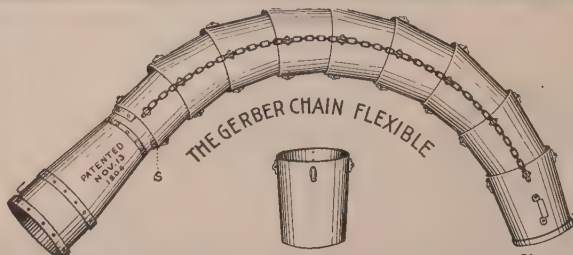
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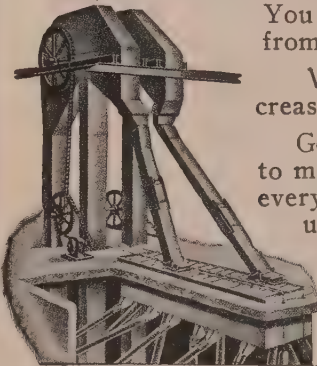
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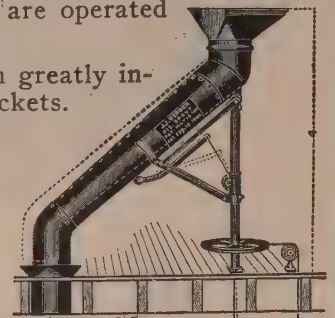
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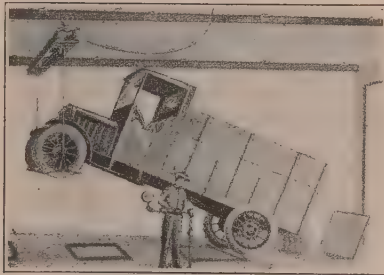
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Adjustable to all conditions.

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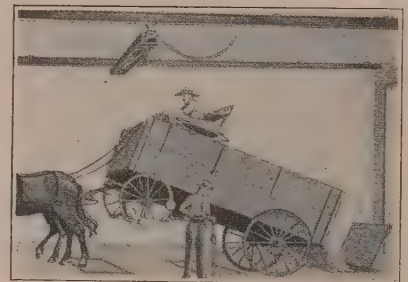
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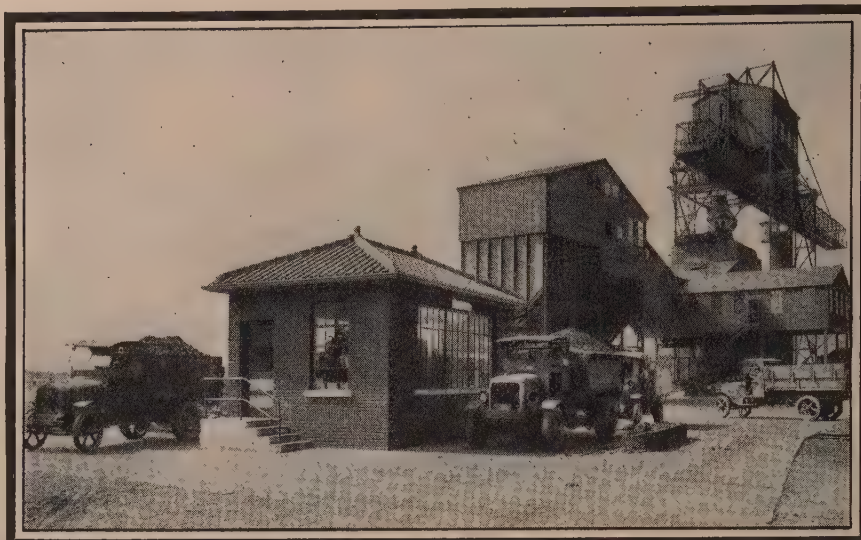
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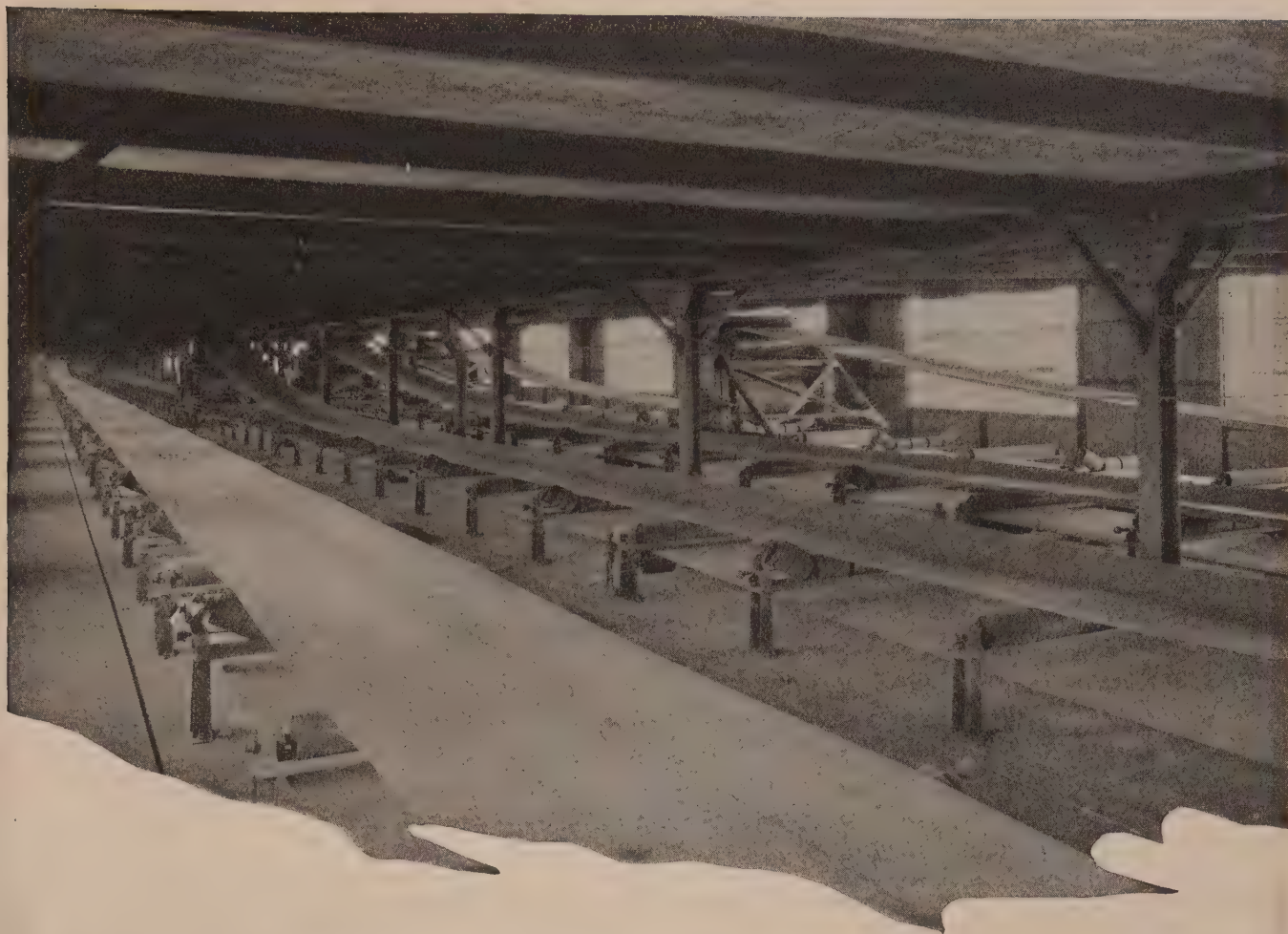
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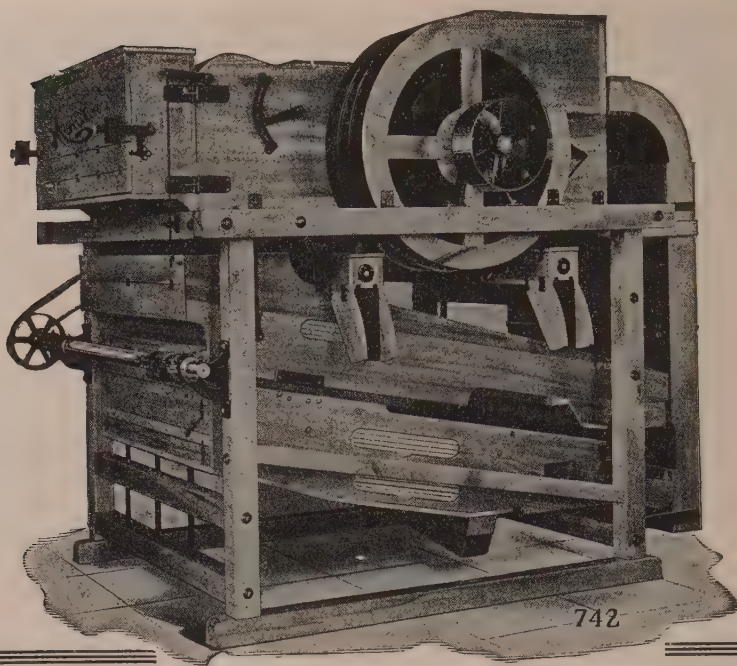
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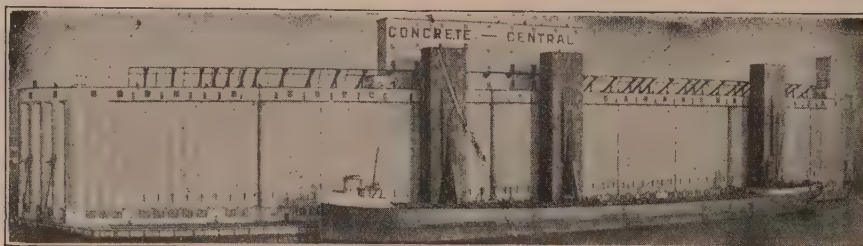
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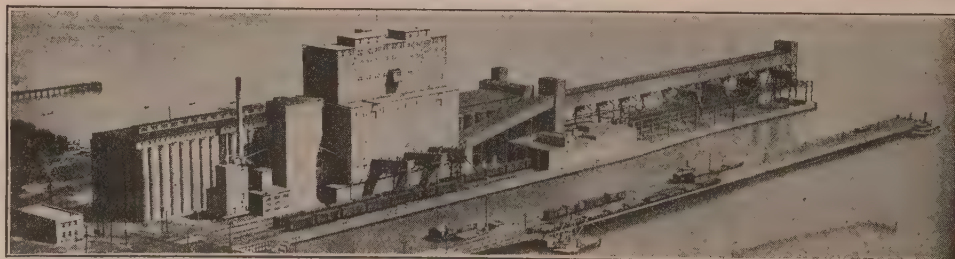
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Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 1,100,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit 250,000 bus. storage completed 1925; third unit 300,000 bus. storage (not shown in engraving) now under construction.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Bldg. Kansas City, Mo.



Santa Fe Elevator "A"

Kansas City, Kans.

**Capacity
6,500,000 Bushels**

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago

54 St. Francois Xavier St., Montreal

837 W. Hastings St., Vancouver, B. C.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company

Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.

McKenzie-Hague Co.

*Engineers
Contractors*

Minneapolis, Minn.



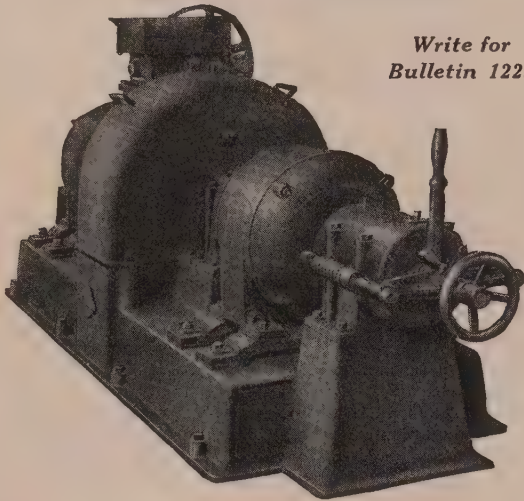
**Hallett & Carey Co. Elevator
Minneapolis, Minn.**

Completed August 1, 1926

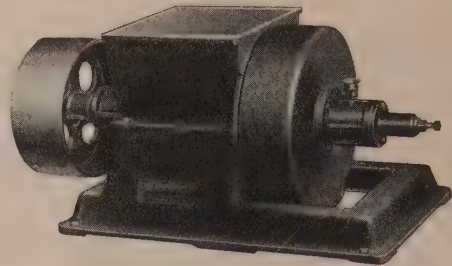
Allis-Chalmers ATTRITION MILLS GRIND ANY FEED

Allis-Chalmers Mfg. Co.
MILWAUKEE

Write for
Bulletin 1229



DREADNAUGHT EAR CORN CRUSHER



SUPERIOR CONSTRUCTION

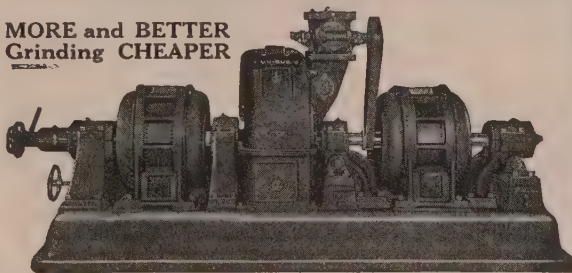
Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

WRITE FOR BULLETIN D.

BRYANT ENGINEERING COMPANY
PORT HURON, MICHIGAN

For Greatest Profit In Feed Grinding, Employ The **UNIQUE** BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

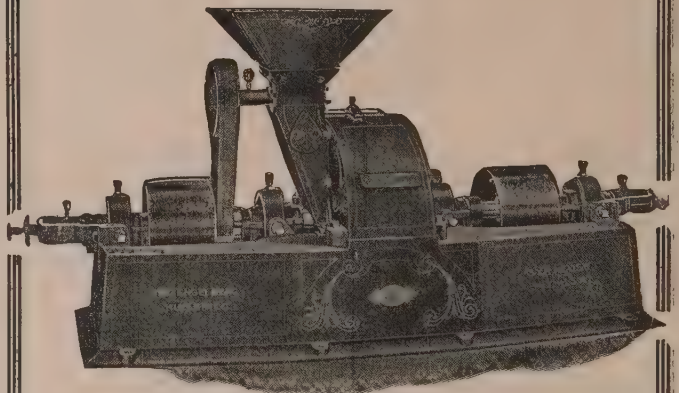
The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.
42 Robinson Bldg. MUNCY, PA.
CHICAGO OFFICE—111 W. JACKSON BLVD.

The "HALSTED" HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oilier Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
Incorporated
SYRACUSE, N. Y., U. S. A.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

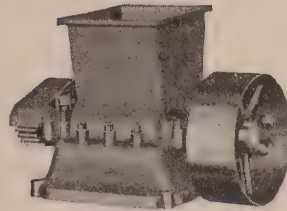
WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

TO CUT THE COST OF - - CRUSHING CORN EARS



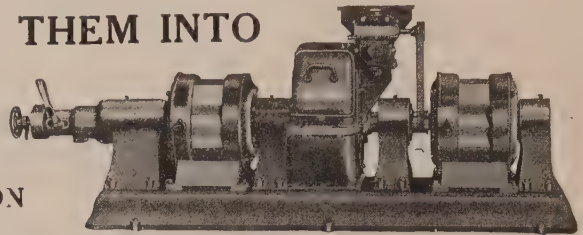
Patented

Monarch No. 10 Corn Ear Crusher

Crushes shucked or unshucked corn at the rate of 8 to 12 tons per hour. Two cylinders fitted with saw tooth, hardened steel discs, geared together effect, rapid and uniform reduction without vibration.

And GRINDING THEM INTO FINE FEED

MONARCH BALL BEARING ATTRITION MILL



Equipped with our patented double agitator feed it will take the unshucked crushed corn ears and grind it into a fine velvety meal free from long strings of husk. **Furnished with enclosed and ventilated motors if desired.** Dependable, durable and costs little to maintain and operate. Catalog D-123 describes both these machines. We would be pleased to mail you a copy if interested.

SPROUT, WALDRON & CO.

1202 Sherman St., Muncy, Pa.

Chicago Office Kansas City Office San Francisco Office
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McMillin Wagon & Truck Dump THE POWERFUL DUMP

Dumps either **WAGONS** or **TRUCKS**.

Handles either **SHORT** or **LONG-COUPLED** vehicles.

One dump door is all that is required regardless of length of vehicle.

By extending track the one device will dump into several dump doors. Can be operated by hand or power. **TWO HORSE** power motor is sufficient.

No mechanism under driveway floor.

Does not interfere with scales should dump be near or through scales.

Under full control of the operator at all times.

No delicate parts.

Rugged—Durable—Substantial—Practical
Many satisfied users.

For further information, address

L. J. McMILLIN

Board of Trade Bldg. Indianapolis, Ind.

When In Minneapolis
Stay At

The NEW NICOLLET HOTEL

Opposite Tourist Bureau on
Washington Avenue

The Northwest's Finest Hotel.
600 rooms with bath or
connecting.

Every room an outside room.
Largest and Finest Ballroom
in Northwest.

Rates:

59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS
Look to the Grinders. They do the work! Bowshe's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowshe. Have used 2 No. 4 ten years with less than One Dollar per year for repairs." *E. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND.**

10,000 SHIPPERS Are now using

TYDEN CAR SEALS

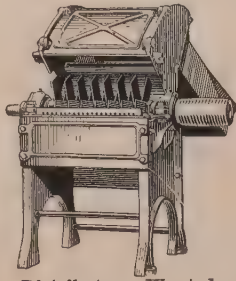
Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices

TYDEN SEAL

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.

The W-W Hammer Type Feed Grinder



Distributors Wanted.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.

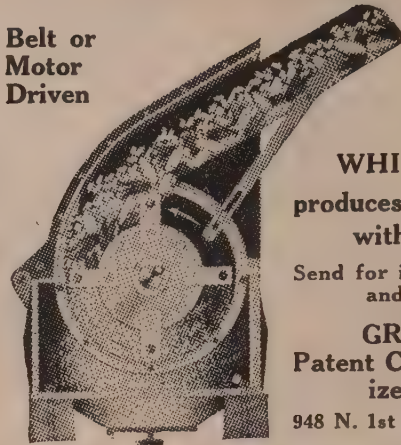
The World's Greatest Feed Grinder

Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

Price \$150 to \$450

Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Belt or
Motor
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A Gruendler

WHIRL-BEATER

produces a better feed
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Send for illustrated literature
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GRUENDLER
Patent Crusher & Pulver-
izer Company

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THE NEW BADGER CAR MOVER

**30 DAYS'
FREE
TRIAL**

Will spot your cars cheaply, easily and
without delay.

Its patented features and quality materials
make it the most efficient and durable mover
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Try it out for thirty days in your plant,

THE ADVANCE CAR MOVER CO., APPLETON, WIS.



GIVE HEALTH

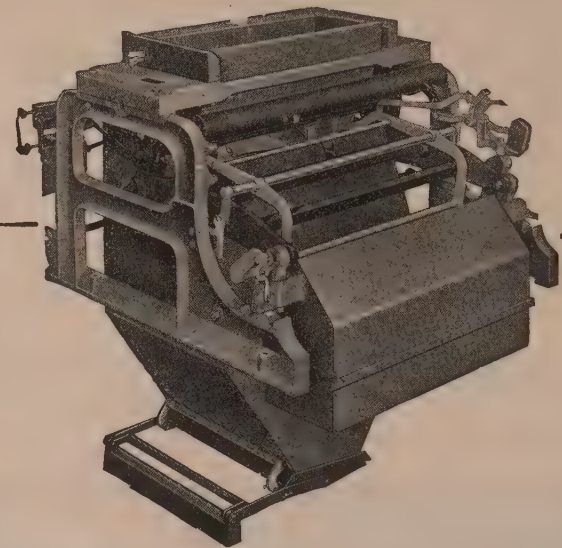
*The most valuable and least expen-
sive holiday gift that you can make*

GIVE health as a Christmas present—to
yourself, to every member of your family,
and everybody in your community. You can!
Buy Christmas Seals.

The work done by these tiny, mighty little
seals has helped to cut the tuberculosis death
rate by more than half.

Seal every parcel, letter, and holiday greet-
ing with Christmas Seals. Give health—and
feel the joy that comes with the giving of
man's greatest gift to his fellow man—healthy
happiness now and for years to come.

THE NATIONAL, STATE AND LOCAL TUBERCULOSIS
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The Richardson Automatic Grain Shipping Scale

at St. Louis is weighing under official supervision, and the
results have been accurate within 1/54 of 1%. Nine car-
loads taken at random (729,000 lbs.) show an error of
only 135 lbs.

Install a RICHARDSON Fully Automatic Scale in YOUR
elevator. Thousands in use all over the country

Claims are paid when Richardson-weighed

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We have equipped 75% of
the terminal elevators built
or equipped during the last
20 years in the U. S. and
Canada. You can profit by
this experience.

Write us for particulars.

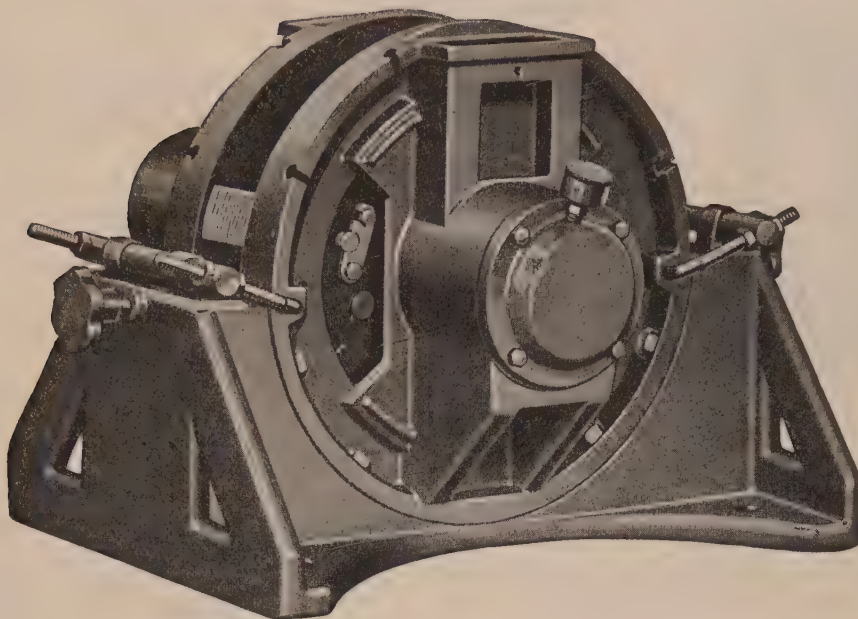
Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.



"Eureka"—"Invincible" Grain Cleaning Machinery



Upper part of grinding cage removed to show beater knives

JACOBSON GRAIN AND SCREENINGS PULVERIZER

The Most Extraordinary Grinder Ever Invented

"IT GRINDS MORE PER H. P."

REPRESENTATIVES:

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Bert Eesley, Box 363, Fremont, Ohio

Geo. S. Boss, Grand Hotel, New York City
W. M. Mentz, Sinks Grove, W. Va.
B. M. Estes, 1429 Allston St., Houston, Texas
Dwight Dill, 700 North Winnetka Ave., Dallas, Texas

S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.

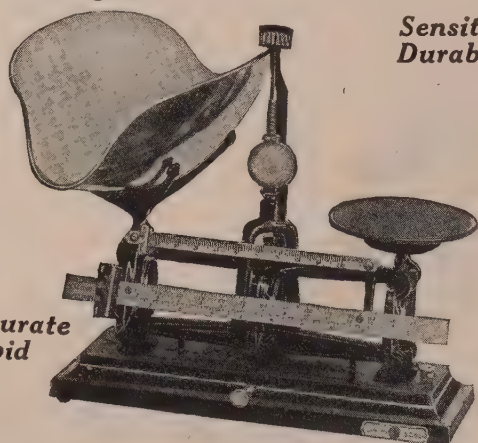


"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England

Grain Grading Scale

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.



*Sensitive
Durable*

*Accurate
Rapid*

No. 6200

FOR QUICK AND ACCURATE DETERMINATIONS of Wheat, Grain, Oats, Rye, Etc., Etc.

1. TEST WEIGHT PER BUSHEL
2. DOCKAGE
3. WEIGHT FOR MOISTURE TEST
4. DAMAGED KERNELS

THE TORSION BALANCE CO.

New York
92 Reade St.

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*If
You
Handle
Coal*

It will pay you to become a regular reader of

THE RETAIL COALMAN

and learn what successful retailers are doing to make their business more profitable. A newsy, snappy magazine full of practical ideas and suggestions that will make you money.

Send \$1.50 for a year's trial subscription. Your money cheerfully refunded if not entirely satisfied.

THE RETAIL COALMAN

1223 Monadnock Block

Chicago, Ill.

Use

Universal Grain Code

and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4 $\frac{5}{8}$ x 7 $\frac{1}{8}$ inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.

GREETING CARDS

Keep up the Christmas Spirit
with a message of cheerfulness,
do it with holiday greeting
cards.

FREE A complete set
of samples,
Business or Personal greeting
cards, or both, with price list,
will be mailed promptly for
your inspection.

American Embossing Company

193-195 Seneca St.

Buffalo, N. Y.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHERN IOWA—Elevator property for sale in good territory and an old established business. Price very reasonable. Address 56L1, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Concrete elevator for sale, built in 1919, 50,000 bus. capacity; also double corn crib, 2,000 bus. capacity; hog house and two vacant lots. For further information inquire of W. M. Dahnke, Tilden, Nebr.

WEST CENTRAL ILLINOIS—27,000 bu. grain elevator for sale on Wab. R.R.; large warehouse with basement and office; cement construction; good coal bins. Bargain. Address 57V15, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT LESS THAN HALF PRICE—INDIANA grain and coal business, modern, in fine location, good railroad facilities. Good prospect for corn crop. A real elevator as well as a real bargain. Address 57T13, Grain Dealers Journal, Chicago, Ill.

TRAER, IOWA—Two elevators for sale. One 30,000 bu. capacity, on C. R. I. & P., with feed house 40x24, each covered with steel. Other elevator 20,000 bu. capacity, steel covered, on C. N. W., coal sheds, salt house, feed house 40x24. All buildings in good repair. Write F. J. Childs, Sec'y, Traer, Iowa.

SOUTHEASTERN INDIANA—Splendid business opportunity for energetic party wishing to engage in the grain, feed and coal business. Three elevators, active and doing good business, located so all can be handled from central office. Attractive price to interested party. Address 57U18, Grain Dealers Journal, Chicago, Ill.

N. E. MONTANA—Sealed bids wanted on 30,000 bu. grain elevator located at McElroy, Mont. 10% of the price must be sent in with the bids. Amount of business about 200,000 bu. per year. All bids must be in by Nov. 15, 1926. The Board of Directors reserves the right to accept or reject all bids. Address Secretary, Farmers Equity Elevator Co., McElroy, Montana.

PENNSYLVANIA—17,000 bu. ironclad cribbed grain elevator for sale, modern type, built new in 1922, on Penna. R. R., with a coal trestle 112 ft. long, 16 ft. high, all steel and concrete. About 3 acres of ground goes with property; 11 miles from one of best small colleges in country. Will make easy terms to a conscientious hustler. Good reason for selling. Write 57W6, Grain Dealers Journal, Chicago, Ill.

THE WANTED - FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

EAST CENTRAL ILLINOIS grain elevator for sale in heart of corn belt. Second largest grain shipping point between Lafayette and Peoria. Average volume for station over 500,000 bu. Best of competition at station and surrounding points. Elevator cribbed construction, capacity 35,000 bus.; new cribbed construction coal bins, new brick office, good ear corn crib, strictly modern 9 room residence. Reason for selling, wish to retire account ill health. Address 57W14, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE

CENTRAL INDIANA elevator for sale or rent. Extra good location, average 150,000 bus. Write 57W16, Grain Dealers Journal, Chicago, Ill.

INDIANA—35,000 bu. concrete elevator for sale and 30x120 warehouse; side lines flour, feed, seed, fertilizer. Have other interests. Priced to sell. Address 57T1, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—20,000 bu. cribbed elevator for sale, coal business in connection. Everything in excellent repair. Doing dandy business. Big crop to handle. \$8,500 if sold quick; good terms. Address 57U9, Grain Dealers Journal, Chicago, Illinois.

NORTHERN ILLINOIS—Seven grain elevators for sale with coal, fence, lumber and building supply yards at small stations, good proposition, reasonably priced, no trades. Will sell one or more or all together. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

NORTHWESTERN OHIO—Modern electrically equipped grain elevator for sale, also flour and feed warehouse. Doing good wholesale and retail business. Modern equipment for handling coal. Ample territory in best grain section. Write 57R19, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

VALDOSTA, GA.—15,000 bu. grain elevator for sale, a modern set of corn mills, chicken feed mills, sweet feed for live stock mills, and mill for manufacturing hominy grits, all with hydro-electric power and separate motors for each, in white brick buildings, with warehouse space of 50,000 sq. ft. Sprinkler system fire protection. Plant is practically new throughout; located on 2½ acre tract inside city limits on paved street; city of 20,000; on 3 railroads with joint siding served by Atlantic Coast Line and Southern Rys. A money maker. Will sacrifice for quick sale. Address G. C. Dougherty, 411 N. Ashley St., Valdosta, Georgia.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATORS AND MILLS FOR SALE.

ELEVATOR AND MILL—Elevator 25,000 bu. cap., mill 500 bbl. cap., in southern Illinois city of 5,000, on hard road. No competition. Handle grain, coal and all kinds of mill feeds. A money maker. Reasonable terms. Address James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

MILLS FOR SALE.

DUNCAN, ARIZONA—New XX Century 50-bbl. mill complete, also 25,000 bu. steel storage tank, in midst of wheat producing country. Will sell at a bargain. Excellent reasons for doing so. Address Gouley Burcham, Tucson, Ariz.

ELEVATOR FOR EXCHANGE

ELEVATOR in exchange for unencumbered land. Transfer Grain Elevator located in Chicago switching district. Splendid condition and modern equipment. No encumbrance. Owner not a grain man. Wants clear land of equal value. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATORS FOR SALE OR LEASE

OHIO grain elevator and three story brick warehouse for sale or lease, with private siding, coal yard with elevated side track connection. Ideal location for dairy feed manufacturing plant. Write T. C. Linger, Findlay, Ohio.

STORAGE TANK WANTED.

WANTED—One or two slightly used 25,000 to 50,000 bu. capacity steel tanks. Address Lexington Elevator & Mill Co., Lexington, Ohio.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

PARTICULARS WANTED.

Regarding accident to elevator painter, V. G. Knapp, formerly of Dassel, Minn., who for years has been employed in the spring wheat states painting grain elevators, is reported to have been hurt in falling from a scaffold. His parents are anxious to learn of his whereabouts. Anyone having knowledge of the accident will confer a great favor by communicating with C. V. Knapp, 73 Broad St., So., Battle Creek, Mich.

ADDRESS WANTED.

ADDRESS of W. H. Rhodes, author of Rhodes' Calculating System wanted. Address 57V17, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED

POSITION wanted as manager or solicitor, either local or traveling, with some good grain firm; best of references furnished. Address 57S9, Grain Dealers Journal, Chicago, Ill.

WANT position as manager of Farmers or Indep. Elevator; 15 years' experience: can talk German; best of references; prefer Illinois. Address 57W9, Grain Dealers Journal, Chicago,

MANAGER with 15 years' experience desires position with country elevator; understands sidelines, books; best of references. At present employed; good reason for change. Address 57W8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. **ANSTED & BURKE CO.**, Springfield, Ohio.

INFORMATION BURO.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.



However storms may interfere with travel, telephone operators are at their posts

An Unfailing Service

AMERICANS rely upon quick communication and prove it by using the telephone seventy million times every twenty-four hours. In each case some one person of a hundred million has been called for by some other person and connected with him by means of telephone wires.

So commonly used is the telephone that it has come to be taken for granted. Like the air they breathe, people do not think of it except when in rare instances they feel the lack of it.

Imagine the seventeen million American telephones dumb, and the wires dead. Many of the every-day activities would be paralyzed. Mails,

telegraphs and every means of communication and transportation would be overburdened. The streets and elevators would be crowded with messengers. Newspaper men, doctors, policemen, firemen and business men would find themselves facing conditions more difficult than those fifty years ago, before the telephone had been invented.

To prevent such a catastrophe is the daily work of three hundred thousand telephone men and women. To maintain an uninterrupted and dependable telephone service is the purpose of the Bell System and to that purpose all its energy and resources are devoted.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

BELL



SYSTEM

IN ITS SEMI-CENTENNIAL YEAR THE BELL SYSTEM LOOKS FORWARD TO CONTINUED PROGRESS IN TELEPHONE COMMUNICATION

STEEL FOR SALE.

STRUCTURAL STEEL suitable for Track Scale for sale. Description: Strait Scale Co. Type "D," 100 ton Beam Capacity, 4 sections, 60 tons each section, size 50 feet. Price \$750 f.o.b. Milwaukee, subject to prior sale. This steel has been stored under cover and is free from any corrosion, having been painted when it was delivered to us.

Bernhard Stern & Sons,
315 Court St., Milwaukee, Wis.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

SCALES FOR SALE.

FOR SALE—New Fairbanks 10033 Automatic Scale, capacity 1,000 bushels per hour. Address L. W. Bicknell, Webster, S. D.

RICHARDSON Automatic Scales, 4 to 8 bu capacity for sale; fine condition. Also R. R track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

ENGINES FOR SALE

USED ENGINES FOR SALE—15 hp. type Z Fairbanks, good condition; 10 hp. type Y Fairbanks, excellent condition; 15 hp. Otto, good as new; 10 hp. Otto, excellent condition. R. M. Van Ness Construction Co., Omaha, Nebr.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

ENGINES FOR SALE

- 1 100 hp. Primm Oil Engine.
- 1 85 hp. Bessemer Gas Engine.
- 1 50 hp. Foos Gas Engine.
- 1 25 hp. Muncie Oil Engine.
- 1 25 hp. Muncie Oil Engine.
- 1 25 hp. Fairbanks-Morse Oil Engine.
- 1 25 hp. Bessemer Gas Engine.
- 1 15 hp. Fairbanks-Morse Gasoline Engine.

All guaranteed to be in first class operating condition.

Calvert Supply Co., Wichita Falls, Texas.

MACHINERY WANTED.

WANTED—One second hand, end shake Monitor Cleaner. Address R. M. LANG ELVATOR, Hoffman, Minn.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

MOTORS.

USED ELECTRIC MOTORS bought and sold. Write us for list and description of our present stock. R. M. Van Ness Construction Co., 406 S. 19th St., Omaha, Nebr.

FOR SALE—One 40 hp. Fairbanks-Morse ball bearing motor, 1200 rpm., 3 phase, 60 cycle, 220 volt, with base, pulley and starter, \$300. J. M. Bell, Box 163, Sidney, Ohio.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE

ONE BAUER 24-inch ball bearing attrition mill for sale; like new. C. C. Shira, Sidney, Ind.

BATCH FEED MIXER, 1,000 bu. capacity for sale. Right price. Address The Dadmun Co., Whitewater, Wis.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

BARGAINS—One 25 hp. steam engine. One old style standard adding machine. One 10 ton Howe ball bearing truck scale, good as new, used only 8 months. Pesotum Elevator Co., Pesotum, Ill.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—Some exceptional offerings in slightly used motor driven attrition mills, assorted styles and sizes. Also several standard motors from 5 to 50 hp., at sacrifice prices. Address Diamond Huller Co., Winona, Minn.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

FOR QUICK SALE

Two 36 inch Bauer Bros. ball bearing, double head, motor driven attrition mills, practically new.

One 24 inch attrition mill, same as above. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

BARGAINS—Monarch 18-in. Attrition Mill with two 10-hp. motors.

Bauer 19-in. Attrition Mill with two 15-hp. motors, like new.

Bauer 24-in. Attrition Mill with 20 and 25 hp. motors, fine condition.

Three high Roll Mills.

Two good Corn Shellers.

300-500 bushel combination Corn and Grain Cleaner.

Everything for mill or elevator. Sidney Grain Machinery Co., Sidney, Ohio.

MACHINERY FOR SALE.

ATTRITION MILLS: 20, 22 and 24-in. motor-driven Monarch Mills; 1 24-in. Bauer Bros. single head mill with 40-hp. motor; 18-in. B. B. Dreadnaught; 18-in. Halsted; 16-in. B. B. Unique Attrition Mills.

9x24 3 high Allis Feed Mill; 7x18 3 high Nordyke & Marmon LePage Cut; 2 high 9x24 B. B. Unique LePage Cut. Clipper Seed Cleaner; Buckwheat Cleaner; Buckwheat Shucker; Crushers; Corn Shellers; 1000-lb. Vertical Batch Mixer; Clutches; Pulleys; Tighteners; 37½-hp. Fairbanks-Morse type Y style V Oil Engine; 1 Car Loader; 1 Power Shovel; 1 Car Puller; 4 Water Wheels. Everything for the elevator or feed mill. A. D. Hughes Co., Wayland, Mich.

THREE BLOWERS for dust conveyors, one 50" National Blower Works make of Milwaukee, Wis., one 60" and one 72" Sturtevant made by the B. F. Sturtevant Co., Boston, Mass.; A-1 condition; will sell reasonably; write for prices.

THREE THOUSAND feet 30" four ply rubber belting for \$1.00 per foot, Kansas City.

SIX FAIRBANKS Hopper Scales, 1,600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., Box 6406, Sheffield, Kansas City, Mo.

MACHINES FOR SALE.

FOR SALE—Six used hammer mills, all sizes and makes. Replaced by Bauer Attrition Mills. Write us. J. M. Bell, Box 163, Sidney, Ohio.

FOR SALE—One electric elevator in good condition, 3,000 pound capacity. Address The First National Bank, Frankfort, Indiana.

ATTRITION MILL—One 24 inch. double head Bauer ball bearing motor driven attrition mill for sale. Address 129 Box, Van Wert, Ohio.

LEHIGH GRAIN DRYER for sale, capacity 300 bu. per hour; never been used. Will sell at a bargain. If interested write Farmers Grain Co., Larchwood, Iowa.

FOR SALE—One 3" pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

FOR SALE—One 19 in. Bauer Attrition Mill in good condition. Will sell separate or with equipment. Priced right. The Fort Recovery Equity Exchange Co., Fort Recovery, Ohio.

FOR SALE—4 Union Special Type "L" Bag Closing Machines.

10 27"x8" Allis Chalmers Centrifugal Reels, practically new.

Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ELEVATOR EQUIPMENT for sale at Knowles, Wis., consisting of one 25 hp. gas engine, one 6 hp. gas engine, buckets, leg, heads, hopper scale and feed grinder. Luehring Lumber Co., 3009 Lisbon Ave., Milwaukee, Wis.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. I double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

MACHINERY FOR SALE

Hercules Crusher, 100 bu. capacity. Little Giant Crusher, 30 bu. capacity. Triumph Sheller, 100 bu. capacity. Chief Ear Corn Crusher and Grinder, 50 bu. capacity.

Scalpers; bag holders; used 18" and 20" ball bearing Monarch Attrition Mills.

L. F. Perrin, Box 375, Port Huron, Mich.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

SPROUT, WALDRON & CO.,

9 S. Clinton St.,

Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

Triplicating Grain Ticket Book; used as salesman's sample; slightly damaged. Price \$1.00 and postage. Weight 2½ lbs. Order "Bargain 19 G T."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index, \$1.50 each and postage. Order "Special 411-E."

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Scale and Credit Ticket Book, 100 pages each original and duplicate, 5 tickets to page, machine perforated, 4 sheets carbon. Used as salesman's sample. Price 75c and postage. Weight 1¼ lbs. Order "Special 51."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

Receiving and Stock Book for keeping separate daily record of each kind of grain received; 160 pages; 20 lines to page; space for 3,200 loads of grain; printed on ledger paper, high grade binding. Soiled; price \$2.00 f. o. b. Chicago, weight 2½ lbs. Order "Special 321."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

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GRAIN DEALERS JOURNAL,
309 S. LaSalle St., Chicago, Ill.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$4.00

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.



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write us for delivered price

SEEDS FOR SALE—WANTED

Directory

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McCullough's Sons, The J. M., field and garden seeds

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

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Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

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Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.

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Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

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Minneapolis Seed Co., field seed merchants.
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ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SEEDS FOR SALE.

LOUISIANA White Clover Seed (best of all White Clover, see Gov't report). Samples and prices on request. C. E. Speed, Tallulah, La.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

You Can Sell— Your Elevator

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BUCKEYE BRAND FIELD SEEDS

Strictly No. 1 Quality

The J. M. McCullough's Sons Co
CINCINNATI OHIO

CORNELI

Seed Company

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FIELD—GRASS—GARDEN SEEDS
Weekly Price List on Request

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
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We Buy SEEDS

Red Clover, Alsike Clover
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Mail us samples for bids
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COURTEEN Seed Company

Weekly Price List on Request.
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RUDY-PATRICK SEED CO.
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Crabbs Reynolds Taylor Company

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ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER

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Buyers and Sellers of All
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Get our samples and prices before buying

Modern Methods

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars.

Name of Firm _____

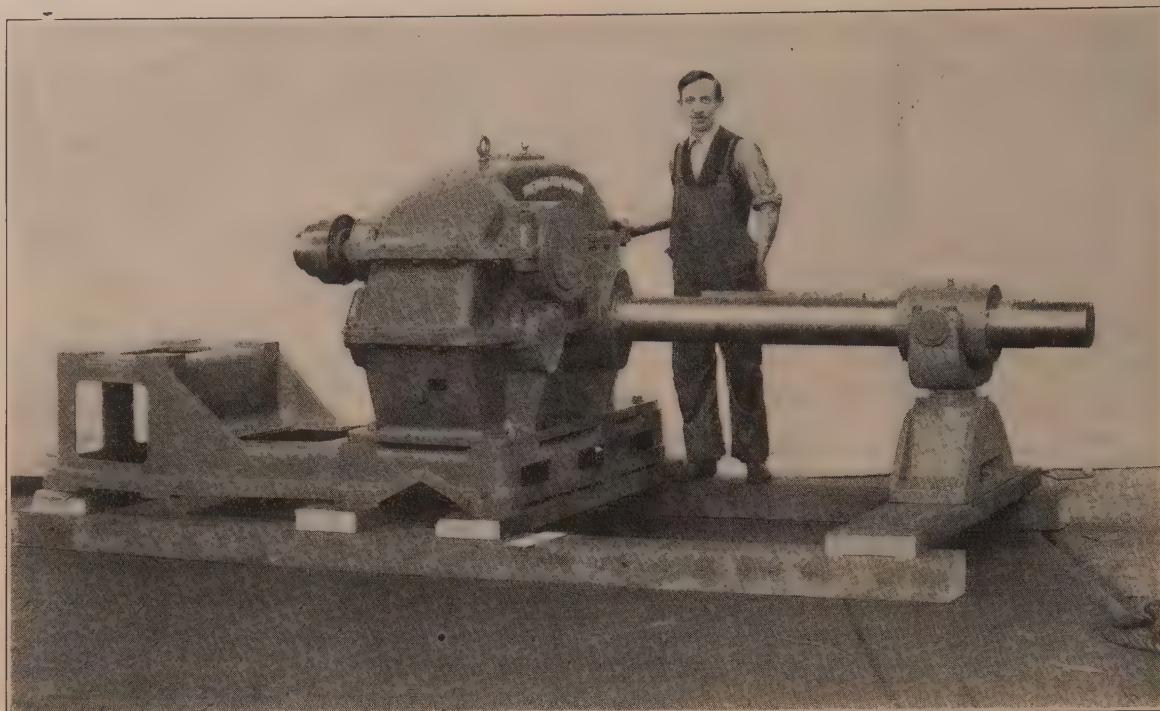
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Latest type 11D Falk Double Reduction Elevator Head Drive including—

1. Falk Herringbone Gears ;
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Milwaukee

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.

Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, NOVEMBER 10, 1926

THE STATE OF GEORGIA is placing so many brokers who have been found guilty of dealing in futures on margins in the chain gangs that the narrow law seeking to control the conduct of commission merchants is likely soon to be put to the test of the highest courts.

FUNNY, how some people will make a grain dust explosion out of every calamity which befalls a grain elevator. The Dept. of Agri. has spread so much literature about grain dust explosions that the average layman now thinks every elevator has at least one explosion every month.

NEXT MONTH Washington will be swarming with agitators with new, impractical schemes for government relief for farm speculators. If the farmers could just get rid of the political demagogues and membership chasers, they would no doubt be content to settle down to farm work and thereby soon dig themselves out of debt without any governmental interference.

CANADA'S wet harvest, as in the U. S., has resulted in an unusual deterioration in the quality of grain so that most of the barley and much of the wheat arriving in Winnipeg is being graded tough. In Europe much of the small grain is stacked so as to protect it from the weather and generally it passes through the sweat before it's threshed. The farmers' loss on small grain of the 1926 crop is the direct result of unnecessary exposure is greater than would be the expense of stacking or the next twenty-five years.

IN the interests of the grain trade of the Dominion, it is hoped that the Canadian Minister of Commerce will permit the grain merchants of the Dominion to use United States vessels when those of Canadian register are not available, the petition of the Dominion Marine Ass'n to the contrary notwithstanding.

THE POOR QUALITY of the oat crop and the corn crop will surely help to increase the demand for choice feedstuffs and the dealer who is equipped with modern labor saving machinery for supplying the feeder's needs is very likely to reap a pleasing profit from this side line during the next twelve months.

IT WAS SUGGESTED at the Ohio meeting yesterday, that the grain dealers of that state place a large sign over their place of business to the effect, "This Is a Charitable Institution." Evidently the proponent of this new sign for the elevator men has not a very deep seated sympathy with their present day methods.

BUYING GRAIN strictly on grade and docking each load for foreign matter contained increases the chances of the dealer realizing what he pays for the grain when he ships it to a terminal market. The country shippers must sell by grade, hence when they buy grain by grade they reduce the difficulty of selling it at a profit.

THE Board of Army Engineers on Oct. 23 made an unfavorable report on the all-American waterway from the Great Lakes to the Hudson. The engineers are said to have considered economic features, and if this is true it bodes well for the taxpayers who are paying the cost of many enterprises having no economic justification.

BUILD the elevator anywhere else but on the railroad company's ground, is the lesson conveyed by the decision of the Iowa court published in this number. The decision is well founded, with little hope of reversal in the federal supreme court, which may be a disagreeable fact for any dealers thinking themselves protected by the similar law of Kansas.

FORECASTERS with full confidence in their knowledge of the future stubbornly persist in predicting "a summerless 1927." They seem to think that a change in the intensity of the sun's spots will change the winds and give us frosts, low temperatures, and unfavorable growing weather. However, we have not heard of one of these pessimists storing grain for the coming famine.

THE FARM AGITATORS are so deeply depressed as the decline in the cotton markets followed the Government's announcement of a record crop that they have decided to hold a "Weeping Conference" of the paid mourners from the corn fields of Ia. and the cotton fields of the south in St. Louis Nov. 16-17 to perfect ways and means of tapping the farmers for more dues and membership fees. The entire grain trade and the wise farmers are looking with suspicion on the selfish plans of these paid promoters; inasmuch as elections are now over, Congress may not listen so attentively to these loud-mouthed agitators who claim to represent real farmers.

BUSINESS men generally will be delighted by the victory of the Chicago packers after years of litigation. The U. S. Court of Appeals has just ruled that the Government has no right to examine and copy all the packers' records and held, that the demand of the Government was unreasonable and in violation of the constitutional rights of the packers. The three judges concurred in the decision so the autocratic bureaucrats must respect the rights of citizens.

THE sale during the first 10 days of October of 25,000,000 pounds of tobacco of the 1923 crop by the Burley Tobacco Growers Co-operative Ass'n is a sad reflection on "orderly" marketing. All is not well in the camp of the "orderly marketers." Since the appointment of receivers for the Tobacco Growers Co-operative Ass'n, Raleigh, N. C., on June 19, 1926, various courts have appointed receivers for four of the five warehousing ass'ns. Receivers are expensive even for pools.

THE AUTOCRATIC bureaucrats of the Dept. of Agri. who have been trying to gain authority to pry into the private records of the Chicago packers have been given a sharp rebuke by the U. S. Circuit Court of Appeals quoted in this number. The nerve of these meddlesome loafers drives them to ignore all the rights of citizens and to discourage enterprise and industry. Luckily we have some corporations strong enough to fight for their rights under the constitution.

HERE IS A NEW excuse for seeking to force the removal of a grain elevator from railroad right-of-way. The C. & N. W. R. R. wants the elevator of the Antigo (Wis.) Grain Co. removed from the right-of-way because it shuts out view of approaching trains from drivers of vehicles crossing the track at that point. That is truly an altruistic motive, and it may be the judge will believe the railroad attorney when he presents his appeal, but we doubt it.

BUYING GRAIN from tenants is accompanied with an extra hazard unknown to the country buyer who limits his purchases to land owners. One tenant near Mt. Vernon, Ind., gave a chattel mortgage on his share of the wheat crop to a nearby storekeeper, who was advised of tenants selling the day he started to haul the grain off the farm. He simply followed the wheat to the local elevator and has now brought suit for the amount of his loan with interest. Inasmuch as the grain was covered by a chattel mortgage, the grain buyer has a real fight, and probably a losing one, on his hands. It pays to investigate the standing of tenants before paying them for grain delivered. The grain buyers of several counties in the Southwest have combined in paying for a weekly search of the county records for all liens and chattel mortgages filed, so that each buyer gets a copy and is thereby kept on guard against the disagreeable embarrassment of being called upon to pay for grain a second time. In the Indiana case reported in our news columns the grain buyer was called upon to pay damages in the amount of \$230.52. That is enough to pay for reports on the filing of liens for several years.

ILLINOIS GRAIN DEALERS have begun to complain of their inability to obtain empty cars as wanted, and two letters published in this number reflect a congestion that has forced a shutting down of elevators. While the movement of freight has been unusually heavy for months, it would seem possible that the roads now suffering from a scarcity of box cars should be able to get ready relief from some of the car distributing agencies.

COUNTRY buyers who purchase grain on city scale weights without checking up the weights frequently are likely to have a rude awakening. A coal dealer of St. Catharines, Ont., suspecting the accuracy of the city scales, had them tested and found the scales were short 88 lbs. on the ton. As a rule, the politicians are too busy chasing votes to investigate the accuracy of scales used to weigh other people's property. Grain buyers who suffer loss by the inaccuracies of the city scales should bring suit for damages.

Elevator Accidents.

Seven accidents in grain elevators are reported in the news columns of this number, everyone of which could have been prevented with greater care and caution on the part of elevator workmen.

Four of these accidents occurred in the State of Iowa. Fortunately indeed, none of them proved fatal. Some of them could have been prevented by guarding the moving machinery, while others were of a nature that could not easily have been safeguarded.

The trouble with the average elevator employe is that he becomes so accustomed to the danger of the house he ceases to recognize the risks he takes daily. It is to be hoped that all will read carefully our reports of these accidents and then resolve to be more careful lest they suffer as the result of the same or similar accidents.

Free Storage.

Storing grain free for farmers, shipping it out, and settling at the market day farmer decides to sell, has exhausted the resources of several Iowa elevator operators recently, with the unfortunate result that they are now threatened with a term in the penitentiary. In other words, the farmer patrons whom they accommodated until all of their capital was dissipated, are now insisting upon having them incarcerated because they have no more funds to pay more for grain than they received for it.

The famous Folger case has been an expensive experience for Iowa elevator operators and it should encourage dealers everywhere to refuse to give free storage to any grain owner. The practice encourages farmers to speculate with the elevator man's storage room, and where the amount of grain stored proves a handicap, the elevator man is forced to ship out grain belonging to patrons and he speculates against his own wishes, and as has proved in many cases, against his own interests.

Giving free storage has brought disaster to so many elevator operators throughout the land it is time all voluntarily refused to store for anyone.

Iowa now has two dealers being prosecuted by the county attorneys with every prospect of their being fined and punished for their willingness to accommodate the farmers. To continue taking such chances is ridiculous.

The European Corn Borer.

The European corn borer has devastated so many corn fields of Ontario, Ohio and Michigan, that agricultural authorities are alarmed beyond measure by the destruction worked each year by this pest in new territory.

The ravages of the corn borer have been so disastrous in many sections that the people are at last becoming thoroughly aroused and striving to assist the agricultural experts in educating farmers to the necessity of adopting rigorous precautions against the spread of the pest.

State and federal governments have appropriated large sums of money to fight the corn borer, but little can be accomplished without the hearty co-operation of the grain growers and the grain dealers, and everyone who has anything to do with farming or the shipping of farm crops.

It seems particularly dangerous to ship either corn or broom corn from the infested districts. The warnings sounded at the Columbus meeting yesterday and reported in this number should be heeded.

Corn to Go on Export Basis.

It is the opinion of experienced observers that the price of corn will decline until it reaches an export basis, and that low grades will be in oversupply on this crop. With no prospect of any substantial advance in price to take off his hands any corn for which he may have paid too much, the country dealer will be wise to adhere to correct merchandising principles in handling corn.

It is important not to pay too much to the farmer for corn that contains excessive moisture and is likely to go out of condition. The quality of the corn crop as reported by the government Nov. 10 is only 72.6 per cent, against 83.6 last year and a 10-year average of 81.8 per cent. This means that when the country buyer's low grade corn reaches the terminal market it will have to sell in competition with an abnormally large quantity of similar stuff, and the price will be lower and the discounts greater, measured in percentage of the sale price, than in normal years, on off grades.

Nov. 1 is the established date for the beginning of the crop year on corn; that is, the movement of the new crop has hardly begun, yet the grain elevators at terminals held 27,232,000 bus. of corn in the visible supply Nov. 6, against only 2,077,000 bus. a year ago. Back on the farm are 182,000,000 bus. of old corn, against 61,000,000 bus. a year ago, according to the Nov. 10 government report, and there are several million bushels on track.

Receipts of corn at 14 leading primary markets from Nov. 1 to Nov. 6 have been 10,101,000 bus., against 3,044,000 bus. for the corresponding period a year ago. Chicago alone has been getting close to 1,000,000 bus. a day recently. Fortunately for the grain receivers the flood of wet corn has not yet struck the terminals, the current receipts grading better than expected. On Nov. 10 out of 238 cars of corn received at Chicago 46 graded No. 2 yellow, 17 No. 2 white, and 2 No. 2 mixed. Of No. 2 and 3, there were 118 cars.

The quality of the corn received at Chicago during October was far below that for many years preceding. Out of 9,277 cars received during the month, 13.8 per cent graded

lower than No. 6, compared with 4.5 per cent of the 3,121 cars received in October, 1925, grading below No. 6; and only 1.8 per cent in October, 1924. In October, 1922, less than 1 per cent of the arrivals graded lower than No. 6. By all testimony the present crop is the poorest in quality for many years and will test the merchandising ability and equipment of careful handlers to the utmost. Dealers will profit by exercising the keenest discrimination against corn that is unmerchantable.

Grain Exports Made Costly By Coal Strike.

Food, clothing and shelter are the three prime necessities of life; and of these Great Britain is in urgent need of coal to make the shelter comfortable, the strike of the miners having cut down the domestic supply of fuel, so that imports are forced while usually England is an exporter of coal.

"Carrying coals to Newcastle" has taken on a different meaning. When England mined sufficient coal for its own use and for export, its ships could be spared for the importation of foodstuffs, but in recent months the demand for coal ships has forced ocean-carrying rates on all commodities to extraordinary heights.

With home grown harvests, eked out by small importations, Great Britain has been able to give coal the preference, but in the offing there looms a shortage of foodstuffs, so that grain importers are now paying top prices for charters of ocean tramps.

On Nov. 3 there were 9 tramp steamships in Montreal Harbor for grain, and 30 more had been chartered to load before the close of navigation. Waiting to unload were 46 canal boats, indicating an average delay of 9 days in unloading. All grain storage capacity was completely filled up, with no possibility of any improvement in the situation before ice closes the St. Lawrence.

Clogging of the Montreal outlet has eased up the demand for boats on the lakes, the rate having declined from a high this season of 12 cents to 10 cents. Ordinarily, the rate from the upper lakes to Montreal is 6 to 7 cents over Buffalo; but grain is now moving from Chicago to Buffalo as low as 2 cents per bushel. Corn is moving freely now from Chicago to Georgian Bay ports for export, and to New England and Canadian destinations. This week three big boats have been chartered to load corn at Chicago, one being for winter storage at Chicago and the two for winter storage at Buffalo.

A rate of 27c per bushel is now being paid on grain from Gulf ports to Europe.

At Fort William, Ont., on account of so many grades having to be kept separate the elevators have their available storage capacity filled with 34,000,000 bus. of grain on Nov. 5. This is 7,000,000 bus. more than last year at the corresponding date. Last week 12,321,758 bus. of wheat was received and 10,153,720 shipped out of Fort William-Port Arthur.

Winter storage in boats offers a considerable outlet that will help the situation near the close of navigation. The large boats have room for 125,000,000 bus. of grain on the Great Lakes; and deducting what will be reserved for coal and ore storage, there remains considerable room for grain.

The Montreal route being the cheapest ordinarily has the first call in the movement of grain from the upper lakes to Europe, but Buffalo now is taking a considerable overflow by rail to the Atlantic seaboard.

Cars Plugged with Inferior Grain.

The plugging of grain laden cars with inferior grain has been discussed at length at recent conventions. The meeting yesterday at Columbus was no exception. The trade generally is decidedly opposed to this method of working off poor grain, and dealers are warned that they are courting trouble by uneven loading or plugging shipments.

The Dept. of Agri. has investigated several cases recently, and given publicity to the results of their investigation.

If shippers desire to work off low grade grain they should strive to mix it in with good grain so that the load will be of uniform quality, or better still, keep all the poor grade in a bin by itself and by cleaning and blowing, improve its quality with the hope of marketing it at a profit.

The quantity of poor corn on the market today is excessive, and buyers are very likely to resent any attempt to work it off on them by plugging shipments. It is the common practice of most inspection departments to give every plugged car the grade of the poorest grain in the car. That rule of itself should be sufficient to discourage plugging and uneven loading, but the sleepy samplers so often miss the poor grain that the shippers have indulged in plugging all too frequently.

Some Advantages of Adopting a Code of Ethics.

Adopting a code of ethics is most commendable in every trade organization. It gives the members something to aspire to and it should stimulate them to the adoption and maintenance of higher ideals in business.

Every code of ethics adopted by the grain trade associations has no doubt helped materially to establish the grain dealers confidence in the real advantage of studiously avoiding unethical practices which will bring reflection upon their firm, and to refuse to take a mean advantage of those with whom they deal.

When every dealer posts prominently at his favorite desk the trade's code of ethics adopted at the Cincinnati meeting of the National association in 1924, and reads it occasionally, he will involuntarily strive to place his business on a higher plane. If you have never adopted a code of ethics, then for your own good as well as the advantages of your customers, get one, read it occasionally, and strive to live up to it.

No merchant has ever adopted such a code without permanently profiting by it. Rereading it occasionally, thus refreshing one's memory

of what others believe to be right and fair, helps to bring one into an attitude of fairer consideration for others. It gives one a more tolerant spirit, helps to drive out narrow prejudice, and to establish a broader understanding.

Agents of U. S. Dept. of Agri. Can Not Examine Accounts

The demand by the Secretary of Agriculture that his auditor and agents be given access to and right to copy the books of accounts, records, memoranda and documentary evidence of three leading packing companies at Chicago, Ill., was denied by the United Circuit Court of Appeals in a decision rendered Oct. 27, 1926.

The government attorneys claimed that the Packers and Stockyards Act in effect declares the business of the packers to be charged with a public interest, and that any such business may be regulated and controlled in the same manner and to the same extent as common carriers of interstate commerce. It was contended by the government that the statutory authority to examine on demand books of accounts and records is to be gathered from section 401 of the Packers and Stockyards Act, which requires to be kept such accounts, records and memoranda as fully and correctly disclose all transactions involved in the business; and that whenever the Secretary finds that such accounts do not correctly so disclose he may prescribe the manner and form in which they shall be kept.

The Circuit Court said, "The entire demand is in no degree predicated upon alleged dereliction in any duty or requirement which the statute lays upon the packers, save only the refusal to comply with the demand for inspection and copying. But, says the government, it is evident that without previous inspection it would not be known whether the accounts, etc., were such as are required to be kept, or would justify the Secretary in requiring the installment of his own system. From the fact alone that section 401 authorizes the Secretary to prescribe his own system, it does not follow, in the advance of any complaint or charge of impropriety, that the Secretary was empowered to examine and copy all books, records, papers, etc."

"But, assuming that books of accounts and records fall within the statutory authorization of the Secretary's inspection, we meet the question of his right, as against the Fourth Amendment to the Constitution, to maintain such all-inclusive demands. The demands here are so broad that to comply with them would subject to inspection all of the packers' books, records, accounts, memoranda, documents and correspondence, in all and any of their departments and activities, as merchants, traders, manufacturers and otherwise—trade secrets, confidential communications, etc."

"Such broad and general demands contravene the Fourth Amendment. Fed. Trade Commission v. Baltimore Grain Co., 267 U. S. 586. Sections of the Stockyards Act, 304 to 316, make provisions requiring the stockyards to furnish service at reasonable rates and to publish schedules of rates and charges, substantially as in the case of interstate carriers."

"Respecting the packers there are no such provisions. There is no requirement for filing price schedules or authority in the Secretary to fix prices. Surely there is a wide margin between the situation of the packers and that of the stockyards."

"We can not see wherefore the unlimited inspection of books, records, memoranda and correspondence, without process of law in some pending proceeding, respecting every detail and relation of an interstate business, is any less unreasonable in the case of the packers under the Packers and Stockyards Act than in the case of corporations generally subject to the jurisdiction of the Federal Trade Commis-

sion; and we perceive no reason wherefore the cited authorities respecting cases arising under the Federal Trade Commission Act are not here applicable and binding."

"Concluding that the demands in question are so broadly inclusive as to be unreasonable, and that their enforcement would amount to an unreasonable search and seizure in contravention of the Fourth Amendment, the judgments are reversed and the causes remanded with direction to dismiss the several petitions."

The decision reversed is that by Judge Adam C. Cliffe in the U. S. District Court at Chicago against Swift & Co., Wilson & Co., and the Cudahy Packing Co., who refused at the outset to comply with the government order to open their books for unrestricted examination.

It is significant that the court of appeals relies upon the decision in favor of the Baltimore Grain exporters as a precedent. This decision was published in full in the Grain Dealers Journal Feb. 25, 1923, at page 247. In that case the U. S. District Court said: "No official can be given authority to rummage thru the papers of an individual without the latter's consent, in the hope that something or other may be discovered useful for some public purpose."

Plugging and False Invoicing.

After an investigation conducted at Indianapolis, Ind., by R. C. Mill of general field headquarters, the U. S. Dept. of Agriculture has published its findings that the Fowler Grain Dealers of Fowler, Ind., had plugged four cars of corn. The company is under the management of J. O. Pape.

The cars were shipped to Indianapolis and graded No. 2, as the sampler of the Indianapolis Board of Trade failed to get the poor stuff into his trier.

Resampling later revealed that the four cars should have been graded sample. Distinctly inferior grain had been placed in the bottom of the cars at the ends, while the top was well covered with No. 2 corn. These cars had been reshipped to Buffalo, N. Y.

John H. Bell, operating as John H. Bell & Co., Nashville, Tenn., has been found guilty of falsely invoicing shipments of corn and oats. Oats that had been graded No. 3 white at Nashville were invoiced to a buyer at Georgetown, S. C., as No. 2 white. A car inspected Jan. 30 at Nashville as sample grade oats was shipped to a firm at Chesterfield, S. C., on a contract for No. 2 made Jan. 28. On a contract calling for a mixed car of No. 2 corn and No. 3 oats Bell shipped to Marshall, N. C., No. 3 corn and sample grade oats. Other shipments made to Senoia, Ga.; Rocky Mount, N. C.; Hawkinsville, Ga.; Cullman, Ala.; and Jefferson, Ga., were not as represented.

YOUR CLEARING

When drifts pile up and you cannot see
Your way to the land of What's-to-Be,
Don't sit and shiver or dance a jig,
But get out your shovel and dig and dig.

There's nothing in life that will clear distress
So well as the shovel of Cheerfulness
The Path to Peace holds many a sting
And the Wintry Way is the Road to Spring!

—John Kendrick Bangs in Chicago News

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

W. M. car No. 25716 passed thru Laurens, Ia., Oct. 30, on the C. & N. W. leaking corn at the door. The train was east-bound and passed here about 10:30 in the morning.

C. & N. W. car No. 79054 passed thru Mo-weaqua, Ill., sound-bound on Oct. 20th leaking yellow corn at end and side of car. Repaired leaks as best I could.—C. A. Stout, mgr., Mo-weaqua Farmers Co-op. Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Record of Future Prices?

Grain Dealers Journal: Can the Journal furnish a record of grain future markets on the Chicago Board of Trade for a period of years?—Sterling Waggoner, Straubville, No. Dak.

Ans.: The Journal's book of charts, 72 pages, contains the opening, high, low and close each day on wheat, corn and oats at Chicago, 1900 to 1911, on the active future. Since that time the chart of futures has been published in the Journal on the tenth of each month.

Chemical Qualities of Cob Ashes?

Grain Dealers Journal: One of our members has asked us for information as to the chemical qualities of the ash from corn cobs. We would like to hear from you on the subject.—Chas. B. Riley, sec'y Indiana Millers Ass'n, Indianapolis, Ind.

Ans.: An analysis of corn cob ashes is given in Bulletin No. 127 of the Ohio Agricultural Experiment Station, showing that it contains "21.80 per cent of insoluble matter, 6.76 per cent of phosphoric acid (P_2O_5) and 35.50 per cent of potash (K_2O)."

The insoluble matter is probably inert, such as silica (sand) or alumina (clay).

The phosphoric acid is a valuable fertilizer. The potash is valuable as a stimulant of plant growth, and 35 per cent is several times as much as is found in some wood ashes.

How Recover for Shortage at Destination?

Grain Dealers' Journal: As a shipper of grain we experience some very heavy shortages after car is weighed at destination. The only record we get to show how the car is weighed is a weight certificate from the weighmaster showing the total weight of grain in one amount. Can we demand the original scale tickets used in weighing grain, whether it be a track scale or hopper?

One car in particular we loaded 64,000 lbs. of oats in it; after leaving our plant car was weighed by railroad company, car weighing 64,410 lbs. The 410 lbs. no doubt would constitute the weight of grain doors. The car arrived at destination outturned weights showing 2,456 lbs. short; car reported in good condition without leaks.

We have asked for the original scale tickets used and just how the car was weighed, but have failed to get an answer. What steps can we take to get a clearer record as to just how this car was weighed? Can we demand a reweighing of car other than by the man employed by the Exchange? We believe that the weights on above car were wrong at destination, now then what can we do?—Greenville Farmers Exchange, Greenville, O.

Ans.: Shipper in this case has a good claim; but he must go about in the right way to establish it.

It is not so important to get a record as to how the car was weighed at destination.

It is important to ascertain where the car was weighed by the railroad company in transit, how far from point of shipment, what was the tare of the car, who weighed the car to find the tare, was the tare used that marked, was the marked tare correct, what was the gross weight, all on the railroad track scale. These facts will be valuable to corroborate the shipper's own weight, which he also should support by evidence how obtained and the condition of his own scales, etc., when tested, etc.

As a matter of custom, tho not of law, the shipper is entitled to all facts regarding the weighing at destination; and the Exchanges make a practice of furnishing the details on request from the shipper or his commission merchant. If sold direct to a buyer by the shipper the buyer, of course, would not be so much interested to prove the seller's case.

After substantiating his weights as above the shipper should make claim against the carrier for loss in transit. If the claim goes to suit, both buyer and carrier should be made joint defendants, when the carrier can throw the loss on buyer by proving the destination weights were incorrect.

Kafir and Maize Grades?

Grain Dealers Journal: Can the Journal tell us where to obtain information regarding the grading of kafir, milo maize and cane seed? Also, where can we obtain a good calculator covering the different grains?—Ecla Grain Co., Kings Mill, Tex.

Ans.: Complete information regarding the grading of kafir, milo maize and cane seed is contained in "Handbook of Official Grain Standards," published by the Government Printing Office, Washington, D. C., U. S. G. S. A. Form No. 90 and its supplement U. S. G. S. A. Form No. 161. State inspection departments are also usually glad to furnish dealers with printed matter regarding grading, on request.

A catalogue of labor saving forms for grain dealers published by the Grain Dealers Journal lists 74 grain calculators and reduction tables.

Hull-less Oats a Better Feed.

Grain Dealers Journal: We notice an item in the Journal on hull-less versus ordinary oats, and would like to know where we can obtain full information.

All information which we have been able to secure concerning this subject to date, indicates that hulled oats are better than whole oats for feeding hogs.—Barnard & Leas Mfg. Co., Moline, Ill.

Ans.: The item on hull-less oats gave a wrong impression, as the facts are that hulled oats are better than whole oats for feeding hogs.

The experiment was conducted by the Canada Experiment Farm and tested three factors at one time, one factor being hull-less versus ordinary oats, the other factors being self-feeding versus trough feeding, and the third sows versus barrows.

The sows on the regular rations made an average daily gain of 0.81 lbs. and those receiving the hull-less oats gained 0.96 lbs. per day. G. B. Rothwell, who conducted the experiments, states that "the addition of hull-less oats to the ration not only produced greater gains but also resulted in more economical gains." The facts were given in the Animal Husbandry Division Report for 1924, pages 36 to 52.

The error was due to a showing of a gain of 1.03 lbs. per head for the sows that were self-fed. These sows were fed ordinary oats but their gain is due to the fact that they were self-fed.

Our own observation with the elevator men in Iowa in the country towns is that some of them have put in small oat hullers with which they hull the oats that the farmer hauls in for a small charge per 100 lbs., giving back the hulled oats to the farmer who uses it for pig feed rather than buying the more expensive rolled oats, commonly known as oatmeal.

Shrinkage of Corn?

Grain Dealers Journal: What would be the shrinkage of corn if a bin were filled and weighed each month for several years?—Bowen Grain & Lumber Co., Searsboro, Ia.

Ans.: In 1903 the Illinois Experiment Station began an experiment to determine the rates of shrinkage of ear corn. Each year about 300 bus. of corn was hauled direct from the field and placed in an open crib, protected by tight roof and by slat sides, where it was left until the next crop was gathered. Four times each month the crib and its contents were weighed to determine the shrinkage. The average of the four weighings was taken as the monthly average from which to compute the shrinkage of the corn. For the 9 years 1903-1913 (except 1904 and 1908) the average shrinkage of corn by months, in percentages, follows:

Month.	Average for 9 years, %.	Monthly average.
November	1.33	1.33
December	3.26	1.93
January	4.16	.90
February	5.48	1.32
March	6.95	1.47
April	9.99	3.04
May	13.10	3.11
June	15.29	2.19
July	16.15	.86
August	16.61	.46
September	16.39	(—22)
October	16.54	.15
November	16.30	(—24)

The Ohio Experiment Station conducted shrinkage experiments for six years, but the method employed was different.

To determine the loss of moisture in ear corn month by month thruout the year, 100 lbs. were

stored in a box on the second floor of a corn crib, Nov. 1, 1908, and weighed the first of each month thereafter for a year. The sides and top of box, being made of wire netting, the conditions for drying out were favorable. Barring a few exceptions, the shrinkage for each year has increased gradually, reaching a maximum the first of July, August or September following harvest, depending upon climatic conditions. The maximum shrinkage has ranged from 6.5 to 24.75 per cent, and, as an average of six years, is 19.96 per cent. This has occurred August 1. As the cool, moist weather of fall approaches, the corn begins to take up moisture, hence the slightly lower percentage of shrinkage in September and October.

Settlement of Short Delivery?

Grain Dealers Journal: We bot from a country shipper seven 100,000 capacity cars, or approximately 11,500 bus. of wheat, and so confirmed in writing, to which seller made no objection.

At the time of the trade seller advised that he had 11,500 bus. of wheat in his house and that he wanted to clean it up. When the last car arrived at billed destination it developed that only 10,176 bus. had been shipped. In the meantime we had hedged the wheat purchased with a sale of options and had figured on getting at least 11,000 bu. and hedged this amount.

We immediately notified the shipper that he had not filled his contract with us and that we expected the balance of the wheat. The owner, however, being out of town and by the time we could reach him the option market was ten cents higher than when we placed our hedge; but his office was notified that we expected the wheat and they had told him before we had an opportunity to place our contentions before him. The seller thinks that he has filled his contract and will not furnish more. The seller is thoroly responsible and a very good customer of ours as well as a personal friend of one of our men; but we claim that he has not filled his contract and stand to lose approximately \$80.—Curius.

Ans.: Under Rule 32 of the Grain Dealers National Ass'n, governing carloads, if 100,000 capacity is specified the shipper has the privilege of loading anywhere between 100,000 and 110,000 lbs., and would not be in default for delivering 10,176 bus. on a contract allowing delivery of only 10,166 bus.

The rule is that a shipper may load 10 per cent above the capacity. If no car is shipped settlement must be made for a 100,000 capacity car on the basis of 105,000 lbs., except on ear corn and oats, which is settled for on 84,000 lbs.

Grain from Ear to Shelled Corn?

Grain Dealers Journal: On several occasions I have had arguments with farmers and especially elevator men as to what the general average gain on corn will be from ear to shell.

Would appreciate if the Journal can give me some information on this subject.—Selby E. Nelson, auditor, care of Ridgely-Farmers State Bank, Springfield, Ill.

Ans.: The law in some states regulates the weight that shall be taken for a bushel of corn by the ear. Whether there is a gain or loss in bushels by shelling depends on the variation in the particular lot of corn being shelled, and as to whether an abnormal amount of moisture is contained in the cob or in the kernels. Theoretically there should be no gain from ear to shell.

In Illinois a bushel of ear corn weighs 70 lbs., according to law. In Indiana and Ohio 68 pounds. Other states in the corn belt call for 70 lbs. The only states calling for more are Louisiana and Mississippi, 72 lbs.

Forty-five farmers each grew one acre of corn in a prize contest covering many states of the Union in 1899. In the western part of the country the weight of the average acre crop was 7,139 pounds of green corn on the ear. When shelled this gave 5,766 pounds of corn, or 81 per cent of shelled corn to 19 per cent of cob.

The average of 14 crops in the southern states was 83 per cent shelled corn, and of 17 eastern crops 78 per cent shelled corn.

The number of bushels shelled green as harvested was 104 per acre; but this shrank to 87 bushels of corn when crib cured. The corn on the ear in this test contained 24 per cent of water in the western crops, 18 in the southern, and 31 in the eastern.

In this same test one farmer in Madison County, Illinois, got a green weight of 130 bus. off an acre, that shrank to 105 when crib cured, and to 83 bushels when shelled. This crop

contained 27 per cent of water in its kernels. When all moisture was driven off by drying the 130 bus. shrank to 95 bus. of dry matter in the ear.

Another farmer, in Georgia, happened to get exactly the same weight, 130 bus. of green ears off his acre; but the season there was dry and his corn contained only 16 per cent water so that he had 110 bus. of dry ears, against the Illinois farmer's 95 bus.

Besides the difference in the weight there is the difference in the value of ear and shelled corn. The cost of shelling ought to be allowed as gain in value.

Procuring H. C. N. Gas for Weevil?

Grain Dealers Journal: I am having trouble with weevil in my flour and feed room, and I read in the Journal Sept. 25th that hydrocyanic acid (HCN) gas will kill them. Where can I get this gas?—Fred Kalmbach, North Baltimore, O.

Ans.: The method of generating hydrocyanic acid gas is described in the Journal for May 10, 1926, or the gas may be purchased in steel cylinders ready for use.

Nature's Bounty to Be Shown at Chicago.

Agriculture in all her glory will hold court at the world's farm capitol the week following Thanksgiving, when the International Live Stock Exposition will celebrate its 27th anniversary at the Chicago Union Stock Yards, Nov. 27 to Dec. 4. According to Secretary-Manager B. H. Heide, who has successfully conducted the greatest of all agricultural shows for over a quarter of a century, the approaching session will be the most completely balanced exhibition ever staged in its illustrious history.

The International Grain and Hay Show will include around 5,000 samples of grains, small seeds and hay selected from the choicest crops of the United States and Canada. Practically every state and province will be represented in this department.

An army of 1,200 farm youths, picked from 650,000 Boys' and Girls' Club members, will attend the Fifth National Club Congress, compete in contests, and give demonstrations in their own building on the Exposition grounds.

Educational exhibits of the Department of Agriculture and state colleges will deal with such timely subjects as the corn borer menace. Brilliant evening entertainments, Horse Show, Meat Shoppe, judging contests, auctions, organization meetings, and many other events will crowd each day's program. Reduced rates on all railroads will allow thousands to visit this great gathering of the basic industry.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Nov. 11. Missouri Grain Dealers Ass'n at Sedalia, Mo., in connection with the National Corn Show on Nov. 11, 12 and 13.

Nov. 16-18. Farmers Elevator Ass'n of Nebraska and the Farmers Managers Ass'n of Nebraska at Hastings, Neb.

Nov. 20. Western Seedsmen Ass'n at Hotel Baltimore, Kansas City, Mo.

Dec. 1-3. The Farmers Elevator Ass'n of South Dakota, Watertown, So. Dak.

Dec. 6-7. Wholesale Grass Seed Dealers winter-meeting at Chicago, Ill.

Jan. 25-27. Farmers Grain Dealers Ass'n of Iowa at Fort Dodge.

Feb. 15-17. Farmers Elevator Ass'n of Minnesota at West Hotel, Minneapolis.

Feb.—Farmers Grain Dealers Ass'n of Illinois at Jacksonville.

Mar. 1-3. Farmers Grain Dealers Ass'n, North Dakota, at Minot.

Death of Geo. E. Chamberlain.

Geo. E. Chamberlain, who has designed more glucose factories than any other man, died on the evening of Oct. 24 at Decatur, Ill., of acute indigestion.

Born in Pennsylvania, he resided on his father's farm until he was 16 years of age and later attended Lehigh University, from which he was graduated in 1892, having specialized in chemical engineering.

After some experience in engineering work he obtained a position with the American Glucose Co., at Buffalo, N. Y. Several years later this company sent him to its Peoria plant. Resigning, he entered the employ of the Firmenich Mfg. Co., at Marshalltown, Ia., where he made improvements that greatly reduced the cost of manufacturing glucose.

In 1907 he entered the employ of the Corn Products Co. to design the plant that has created the town of Argo, Ill. While in England later he designed the glucose factory erected at Manchester.

In 1912 Mr. Chamberlain became identified with the A. E. Staley Mfg. Co., and with the exception of one year has been continuously active as general superintendent and chief engineer. Under his supervision the plant was steadily improved and enlarged and its capacity doubled and redoubled.

A man of great public spirit, he was instrumental in damming the river to create the beautiful lake which supplies water to the city of Decatur. He was a member of the American Society of Mechanical Engineers, Society of Chemical Industry, the Franklin Institute, American Chemical Society, Society for the Advancement of Science, and the London Chemical Society.

His life outside of business was replete with various interests and hobbies. Mr. Chamberlain collected and owned one of the best, if not the best, private libraries in Decatur. He was a



Geo. E. Chamberlain, Decatur, Ill., Deceased.

literary student. He knew of the important works of contemporary literature as quickly as they appeared. His writings and talks before intelligent audiences reflected a close association with the important books of all times.

He subscribed to over sixty periodicals and made himself familiar with at least the general contents of all of them. His mind was so keen that he could read at a lightning rate and absorb even the heaviest matter.

Mr. Chamberlain was never too busy to help a friend, to listen to or tell a joke. His men all loved him. He dealt fairly and kindly, but firmly.

The power of speech, the drive and enthusiasm that G. E. Chamberlain would put behind any proposition together with his uncanny way of getting the most out of his men with a smile made him dean of production men in the corn products industry. All of these talents and accomplishments established G. E. Chamberlain as a business success.

Surviving Mr. Chamberlain are Mrs. Chamberlain and three daughters, Mrs. Clara Scott, of Detroit; Mrs. George Parrish and Mrs. Charles Deetz, both of Decatur, and a sister, Mrs. Nellie Bostwick of Traverse City, Mich. Interment was at Wyalusing, Pa., where he was born Nov. 6, 1870.

Carbon Dioxide Gas Kills Men in Silo.

Death by suffocation in carbon dioxide was the fate of two Ashland county farmers who entered a partially filled silo Saturday morning to resume the work of filling and tramping commenced the day before.

"The men were undoubtedly killed by carbon dioxide, or carbonic acid gas as it is sometimes called, which had accumulated in the silo over night," said A. E. Perkins, of the dairy department at the Ohio Agricultural Experiment Station.

"This gas is a by-product of the fermentation which converts the sugars of the corn plant into the alcohols and acids formed in silage. Carbon dioxide is a colorless, odorless gas, and is somewhat heavier than air. Like water it seeks and fills the low spaces, displacing the air.

"Carbon dioxide is not a poison. It kills by excluding the air from the lungs in a manner similar to poisoning. The same first aid measures as in drowning should be used to restore breathing."

Cereal Chemists Discuss Glutinous Qualities of Wheat.

"Four score and seven" delegates amassed the country's cereal chemistry knowledge in Kansas City for one day, Oct. 25.

The savants were persuaded to be present by the local protein referee board working in co-operation with the Kansas and Nebraska state cereal chemists' organizations.

Ralph S. Herman, chief chemist of the Larabee Flour Mills Co., was charge d'affaires, pompously staged at the K. C. A. C.

Rowland J. Clark, Newton, Kan., president of the American Ass'n of Cereal Chemists, presided.

Harry G. Randall, vice-president and general manager of the Larabee Flour Mills Co., welcomed the visiting "Plus Sage Que Les Sages."

Dr. E. E. Werner, technical advisor of the Millers' National Ass'n, was one of the counselors imparting knowledge. M. J. Blish, one of the leaders in cereal chemistry and a member of the staff of the University of Nebraska, was another. Dr. C. B. Morison of the American Institute of Baking was still another.

Other noted speakers included: E. B. Price, president of the American Society of Bakery Engineers; C. J. Patterson's address on "Qualities of the New Crop from the Southwest," etc.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Give Us Cars.

Grain Dealers Journal: The car famine is becoming acute. Railroads are not furnishing us with enough cars to handle the receipts of old corn. Some elevators have had periods when they had to shut down due to the shortage of cars. That is the way it is on the C. & A. in Illinois. We understand the same is true on the I. C. R. R. and the Vandalia. And there seems to be little excuse for it.—Roy Rees, Mgr. Shirley Farmers Grain & Pool Co., Shirley, Ill.

Need Cars for Shipping.

Grain Dealers Journal: What is the matter with the E. & A. railroad? For two weeks we have been fighting for cars. Today (Nov. 6) we had to shut down one of our elevators choked with corn. Our other elevator is almost full to overflowing.

We understand the same condition is to be found all along the E. & A. R. R. With the condition of corn being shipped and bought by the elevators it is imperative that the grain be moved quickly. The railroads should understand that and make a special effort to furnish sufficient cars to handle the grain offered by the elevators.—Funk's Grove Grain Co., McLean, Ill.

Southern Farmers Not Interested in Radical Legislation

Grain Dealers Journal: The big crop of cotton with its lower prices will not help the agitators and the demagogues to enlist the support of Southern farmers in their campaign for radical legislation for farm relief because the farmers of the South are better off than at any time for 40 years. Our crops of foodstuffs have been better than usual and this has helped all livestock.

Our farmers have such good crops and are so prosperous generally I doubt that the agitators will be able to jar them loose from their contentment—Wadewood, Birmingham, Ala.

New Storage Built at Superior, Wis.

Grain Dealers Journal: Relative to new storage built at Superior during the past year, Spencer Kellogg & Sons, Inc., built 14 new tanks, having a storage capacity of 478,000 bushels, which increased their capacity from 280,000 bus. to 758,000 bus.

Cargill Grain Company—Elevator "M," built 21 new tanks, with a capacity of 800,000 bus., which increased their storage capacity from 2,225,000 bus. to 3,025,000 bus.

Itasca Elevator Company built 15 new tanks with a capacity of 625,000 bus., which increased their total capacity from 1,300,000 bus. to 1,925,000 bus.

The Duluth-Superior Milling Co. is now building 8 new tanks at its Daisy Elevator, which will have a capacity of 272,000 bus., and which will increase the storage capacity at the Daisy Elevator from 564,000 bus. to 836,000 bus. This gives Superior an increased storage capacity of 2,175,000 bushels this year.

After the completion of the Daisy tanks, our storage capacity will be as follows: "S" "X" Annex, 7,275,000; Globe 1, 2 & 3, 5,000,000; Kellogg, 758,000; Cargill "K," 2,500,000; Cargill "M," 3,025,000; Itasca, 1,925,000; Daisy, 836,000; Listman, 100,000; Ross, 30,000, and "O," 30,000 bus.; total, 21,479,000 bus.—H.A. Juneau, State Weighmaster, Superior, Wis.

Government Crop Report.

Washington, Nov. 10.—The Crop Reporting Board makes the following estimates:

Corn on farms is estimated at 182,000,000, against about 60,000,000 bus. a year ago.

Quality, stated in percentage: corn, 72.6, against 83.6, and flaxseed, 85.6, against 90.4, in 1925.

Yields per acre are: corn, 26.7; all wheat, 14.6; oats, 27.9; barley, 22.3; rye, 11.6, and flaxseed, 6.6 bus.; compared with, corn, 28.6; all wheat, 12.9; oats, 33.2; barley, 26.4; rye, 11.9, and flaxseed, 7.3 bus. in 1925.

Corn, 2,693,963,000; all wheat, 839,818,000; oats, 1,282,414,000; barley, 196,762,000; rye, 41,870,000, and flaxseed, 18,779,000 bus.; compared with corn, 2,905,053,000; all wheat, 666,485,000; oats, 1,511,888,000; barley, 217,497,000; rye, 48,612,000; and flaxseed, 22,018,000 bus. in 1925.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Elkhart, Ill., Nov. 5.—Some old corn is moving.—Samuel Mangas.

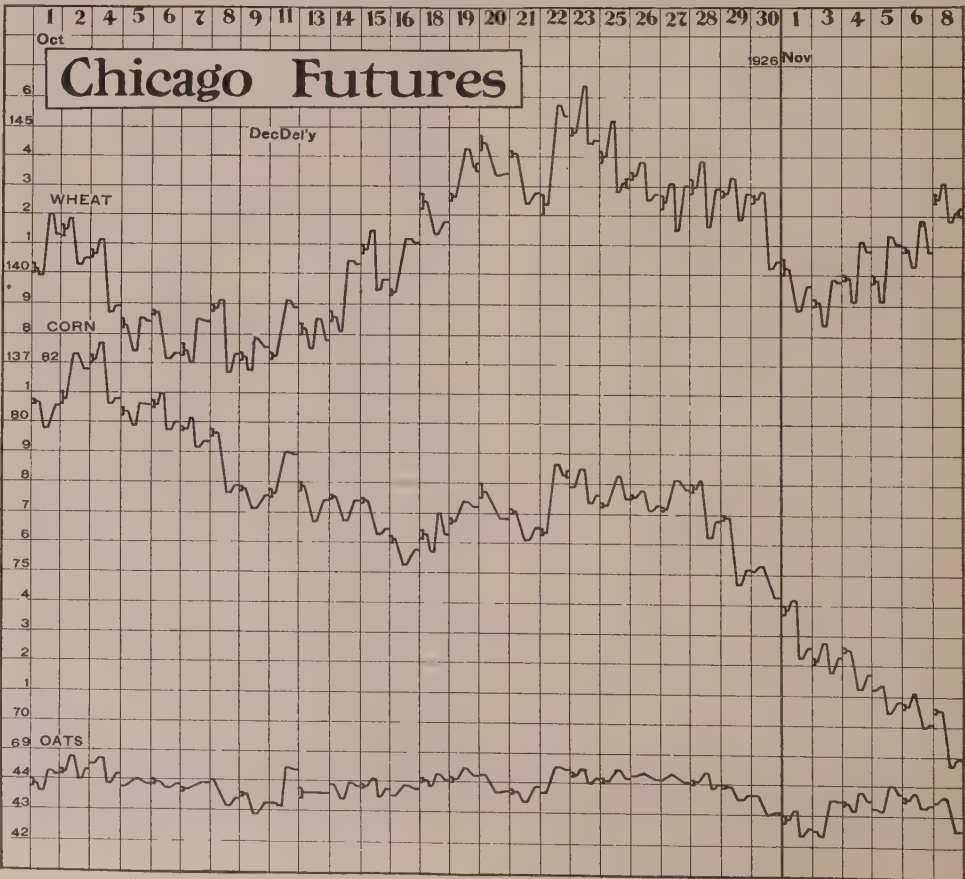
Springfield, Ill., Nov. 5.—A fair amount of old corn is moving. New corn is not yet fit to handle and we are taking none of it.—Elevator Milling Co.

Daily Closing Prices.

The daily closing prices for wheat, corn, oat s, rye and barley for May delivery. at the following markets for the past two weeks have been as follows:

WHEAT														
	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.	Nov. 5.	Nov. 6.	Nov. 8.	Nov. 9.
Chicago	148	147 3/4	147 1/2	147 1/4	147 1/2	145 1/4	144 1/2	144 1/4	144 1/2	145 1/4	145 1/2	145 1/4	146 1/2	146 1/4
Kansas City	140	140 1/2	140	140 1/2	140 1/2	138 1/2	137 1/2	137 1/2	137 1/2	138 1/2	138 1/2	138 1/2	139 1/4	139
St. Louis (red winter)	148 1/2	148 1/2	148 1/2	149	148 1/2	148	146 1/2	146 1/2	146 1/2	147	147	147 1/2	148 1/4	147 1/2
Minneapolis	150	150 1/2	150 1/2	149 1/2	150 1/2	148 1/2	148	148 1/2	148 1/2	149 1/4	149	148 1/2	149 1/2	149 1/2
Duluth (durum)	137 1/2	136 1/2	136 1/2	136 1/2	136 1/2	135 1/2	135 1/2	135 1/2	136 1/2	138 1/2	137 1/2	137 1/2	138 1/2	134 1/2
Winnipeg	146 1/2	145 1/2	144 1/2	144 1/2	144 1/2	142 1/2	142 1/2	142 1/2	142 1/2	143	143 1/2	143 1/2	143 1/2	145 1/2
Milwaukee	148 1/2	147 1/2	147 1/2	147 1/2	147 1/2	145 1/2	144 1/2	144 1/2	144 1/2	145 1/2	145 1/2	145 1/2	146 1/2	146 1/2
CORN														
Chicago	84 1/2	84 1/2	85 1/2	84 1/2	83 1/2	82 1/2	80 1/2	80 1/2	80 1/2	80 1/2	79 1/2	79	78	79
Kansas City	81 1/2	81 1/2	81 1/2	81 1/2	80 1/2	79 1/2	77 1/2	77 1/2	77 1/2	77 1/2	76 1/2	75 1/2	75 1/2	76
St. Louis	84 1/2	84 1/2	85 1/2	84 1/2	83 1/2	82 1/2	81 1/2	81 1/2	80 1/2	80 1/2	79 1/2	79 1/2	78	79 1/2
Milwaukee	84 1/2	84 1/2	85 1/2	84 1/2	83 1/2	82 1/2	81 1/2	81 1/2	80 1/2	80 1/2	79 1/2	79	78 1/2	79 1/2
Chicago	48 1/2	48 1/2	48 1/2	48 1/2	47 1/2	47 1/2	47 1/2	47 1/2	48	48	48	47 3/4	47	47 1/4
OATS														
*Kansas City	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43	42 1/2	42 1/2	42 1/2	43 1/2	43 1/2	43 1/2	42 1/2	N.T.
Minneapolis	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	44 1/2	44 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45	45
Winnipeg	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	58	58 1/2	59 1/2	59 1/2	58 1/2	58 1/2
Milwaukee	48 1/2	48 1/2	48 1/2	48 1/2	47 1/2	47 1/2	47 1/2	47 1/2	48	48 1/2	48	47 1/2	47 1/2	47 1/2
RYE														
Chicago	108	106 1/2	106 1/2	107	106 1/2	105	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104	105 1/2	105 1/2
Minneapolis	101 1/2	101	100 1/2	100 1/2	100 1/2	99 1/2	98 1/2	99	99 1/2	99 1/2	99 1/2	99	100 1/2	99 1/2
Duluth	103 1/2	103 1/2	103	103 1/2	102 1/2	101 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	101 1/2	101 1/2
Winnipeg	104 1/2	103 1/2	103 1/2	103 1/2	103 1/2	102	101 1/2	101 1/2	101 1/2	102 1/2	102 1/2	102	101 1/2	102 1/2
BARLEY														
Minneapolis	70 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69	69 1/2	69 1/2	69 1/2	70	70 1/2	70 1/2	71	70 1/2
Winnipeg	68 1/2	68 1/2	67 1/2	67 1/2	67 1/2	66 1/2	66 1/2	66 1/2	67 1/2	68 1/2	68 1/2	69 1/2	68 1/2	68 1/2

*December delivery. †General election day, legal holiday. ‡Thanksgiving Day.



Fogarty (Lincoln p. o.), Ill., Nov. 5.—Some old corn is moving.—J. C. Wiggington, mgr., Fogarty Grain Co.

St. Peters, Mo., Oct. 26.—About 25 per cent of the wheat is still back in the country.—E. Marheineke, mgr., Farmers Co-op. Elvtr. Ass'n.

Indianapolis, Ind., Nov. 1.—Lew Hill Grain Co. received the first car of new corn. It graded No. 5 white-damaged, 51.4 lbs., 21.2 per cent moisture.

Kansas City, Mo., Nov. 2.—The first car of new kafir from Kansas was received today by the Murphy Grain Co. It graded No. 2, tested 59.2 lbs., and contained 14.7 per cent moisture.

Arma, Kan., Nov. 6.—Wheat has all been marketed. New corn is moving at 70c to 75c. Plenty of oats are in the country and some are moving at 38c.—J. P. Cupjati, Arma Elevator Co.

Springer, N. Mex., Oct. 25.—Don't know just how much wheat has been shipped from here but it must be about 40 carloads and there will be about 20 cars of oats and barley.—Geo. Fredriksen, mgr., Farmers Exchange.

Sherrard, Ill., Oct. 26.—Not much grain is left here to move at present. Farmers in this territory were more fortunate than some as they got 90% of the threshing done before the heavy rains set in.—J. C. Boyer, Sherrard Lumber & Grain Co.

Lawndale, Ill., Nov. 6.—Most of the old corn has moved. The terminal gradings on it have been poor. New corn is worse, if anything, than the old. Farmers are depressed additionally by the dull markets.—F. W. Kiest, Lawndale Grain Co.

Presho, S. D., Oct. 30.—Old corn is not now obtainable in the Dakotas or Montana because all country elevators seem to have shipped out the grain as fast as they receive it. Some of our local elevators are still holding a stock of old corn. New corn is just starting to move. The average grade is No. 6 on account of moisture. South Dakota will have lots of new corn to ship out, but we do not look for much of the movement until Dec.—Fruen Grain Co.

Wheat Movement in October.

Receipts and shipments of wheat at the various markets during October, as compared with October, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	1,233,372	1,159,717	1,514,520	1,176,688
Chicago	1,652,000	1,825,000	2,412,000	2,139,000
Cincinnati	282,800	375,200	345,800	331,800
Duluth	7,776,160	10,134,294	7,803,062	10,927,039
Ft. William	52,925,600	49,467,958	41,919,980	48,543,096
Ft. Worth	1,334,200	406,000	630,000	282,800
Galveston	136,500	.....	1,875,067	.....
Houston	136,500	.....	158,400	.....
Hutchinson	2,895,750	1,038,800	.....	.....
Indianapolis	336,000	271,000	270,000	89,000
Kansas City	6,444,200	3,348,000	4,491,200	2,115,450
Los Angeles	323,400	319,200	.....	.....
Milwaukee	386,400	392,000	417,675	228,520
Minneapolis	11,919,680	12,220,500	3,923,420	5,452,720
New Orleans	1,704,719	116,200	1,536,314	86,190
New York	7,991,800	11,178,400	6,126,000	10,395,000
Omaha	2,445,800	1,547,000	2,157,400	1,352,400
Peoria	95,400	204,000	93,600	188,400
Philadelphia	733,251	2,757,284	1,169,831	2,688,046
Portland	5,995,750	2,708,600	5,171,415	1,939,029
St. Joseph	856,800	1,064,000	219,800	240,500
St. Louis	2,840,600	2,102,800	2,343,685	1,775,600
Seattle	1,723,400	262,600	839,539	88,671
Superior	5,194,315	5,775,807	4,223,470	5,459,027
Toledo	515,200	1,186,000	323,230	406,130
Wichita	1,917,000	980,600	831,600	517,050

Rye Movement in October.

Receipts and shipments of rye at the various markets during October, as compared with October, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	32,184	3,813	85,715	.....
Chicago	467,000	727,000	7,000	90,000
Cincinnati	26,600	9,800	11,200	11,200
Duluth	1,384,846	1,564,333	531,989	689,016
Ft. William	1,339,915	575,609	871,978	494,772
Ft. Worth	7,500	.....	1,500	1,500
Hutchinson	2,400	.....	.....	8,000
Indianapolis	8,000	6,000	7,000	.....
Kansas City	64,500	31,900	12,000	20,900
Los Angeles	1,500	1,500	.....	46,725
Milwaukee	113,200	36,835	40,770	46,725
Minneapolis	494,140	851,330	160,580	324,740
New Orleans	7,500	1,500	.....	60,000
New York	125,000	137,000	66,000	42,000
Omaha	128,800	57,400	81,200	42,000
Peoria	3,600	2,400	2,400	7,200
Philadelphia	7,974	2,751	.....	.....
Portland	18,000	3,000	.....	.....
St. Joseph	7,800	97,500	13,000	93,600
St. Louis	3,000	6,000	.....	.....
Seattle	827,040	741,086	95,400	371,946
Superior	13,200	8,400	5,580	7,335
Toledo	.....	.....	.....	.....

Chatham, Ill., Nov. 4.—No corn is moving now to amount to anything. None of the grain men want to handle it.—Geo. Rohrer, The Chatham Elvtr. Co.

Moscow, Kan., Nov. 4.—The milo and kafir crops are commencing to move, with low prices to farmer, which is causing some little hesitation as to the movement. About 80 per cent of the wheat has been shipped out, and the balance will be sold during the winter.—F. B. Mooman, Moscow Co-operative Equity Exchange.

Kansas City, Mo., Nov. 5.—The first two cars of the new corn crop reached here today. One was No. 5 yellow, 53 lbs., 21 per cent moisture, and the other No. 5 mixed, 52 lbs. and 19.8 per cent moisture. Except for excessive moisture the grain was of good quality. The yellow, which sold for 66c, came from Reserve, Kan., near the Nebraska line in the north central part of the state. The mixed corn was from Brunswick, Mo., and brought 67c. Last year the first car of new corn reached here on Oct. 28.

Barley Movement for October.

Receipts and shipments of barley at the various markets during October, as compared with October, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	2,070	178,893	.....	172,102
Chicago	1,036,000	1,255,000	160,000	126,000
Cincinnati	2,800	.....	.....	.....
Duluth	700,625	1,638,740	494,178	2,521,393
Ft. William	8,455,498	4,467,172	7,162,449	4,564,996
Ft. Worth	36,800	15,000	22,400	9,600
Hutchinson	2,500	5,000	.....	.....
Kansas City	9,600	60,000	.....	29,900
Los Angeles	348,800	308,800	.....	.....
Milwaukee	851,580	1,049,760	229,680	173,159
Minneapolis	1,643,340	2,229,260	1,113,860	1,827,840
New Orleans	4,800	1,600	.....	.....
New York	1,728,000	3,074,000	459,000	2,163,000
Omaha	164,800	68,800	140,800	99,200
Peoria	96,600	169,400	77,000	106,400
Philadelphia	2,746	320,408	.....	164,018
Portland	9,600	30,400	2,333	34,067
St. Louis	182,400	232,000	9,600	62,400
Seattle	27,200	62,400	.....	.....
Superior	703,646	1,467,446	494,178	2,195,265
Toledo	3,600	7,200	.....	.....
Wichita	.....	14,400	.....	2,400

Oats Movement in October.

Receipts and shipments of oats at the various markets during October, as compared with October, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	158,428	98,517	.....	65,573
Chicago	4,015,000	3,348,000	2,707,000	2,727,000
Cincinnati	454,000	316,000	222,000	148,000
Duluth	257,648	2,621,926	409,512	3,461,025
Ft. William	1,602,992	3,892,028	901,040	3,724,860
Ft. Worth	182,000	710,000	94,000	158,000
Hutchinson	4,500	.....	.....	.....
Indianapolis	894,000	772,000	750,000	660,000
Kansas City	360,000	1,343,000	128,000	397,500
Los Angeles	78,000	162,000	.....	.....
Milwaukee	2,068,500	1,165,500	537,900	651,256
Minneapolis	2,579,400	3,239,120	2,582,070	3,304,180
New Orleans	154,000	123,000	50,761	84,067
New York	320,000	1,836,000	65,000	1,527,000
Omaha	618,000	1,462,000	712,000	1,164,000
Peoria	850,700	923,800	626,900	817,200
Philadelphia	140,107	614,685	.....	674,243
Portland	157,500	222,500	19,112	55,932
St. Joseph	196,000	252,000	52,000	50,000
St. Louis	1,548,000	1,986,000	1,290,000	1,645,000
Seattle	46,000	72,000	4,689	.....
Superior	2,203,790	1,087,039	942,203	1,172,617
Toledo	512,500	362,850	168,030	482,410
Wichita	15,000	67,500	3,000	1,500

Corn Movement in October.

Receipts and shipments of corn at the various markets during October, as compared with October, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	23,569	37,785	17,143	.....
Chicago	14,104,000	4,568,000	4,668,000	3,806,000
Cincinnati	513,800	304,600	343,000	266,000
Duluth	9,704	5,905	.....	1,225
Ft. Worth	114,000	201,000	3,000	120,000
Hutchinson	1,250	5,000	.....	.....
Indianapolis	1,653,000	957,000	992,000	785,000
Kansas City	1,525,500	666,250	634,500	636,250
Los Angeles	421,500	324,000	.....	.....
Milwaukee	932,400	230,400	301,625	356,604
Minneapolis	688,330	381,940	479,550	224,700
New Orleans	348,870	582,000	241,002	695,470
New York	146,000	239,500	.....	.....
Omaha	2,247,000	1,026,200	1,461,600	756,000
Peoria	3,096,000	1,729,000	1,514,700	958,100
Philadelphia	4,597	20,721	.....	.....
Portland	168,000	64,500	608	.....
St. Joseph	1,246,500	771,000	664,500	321,000
St. Louis	2,151,800	1,313,200	852,487	996,800
Seattle	100,500	66,000	3,194	.....
Superior	10,689	7,154	.....	.....
Toledo	273,845	93,750	61,051	49,205
Wichita	23,600	80,000	3,600	18,000

Minneapolis, Minn.—The first car of the new corn crop was received by D. R. Wagner & Co. It graded "sample," tested 24.8 per cent moisture and weighed 48½ lbs.

H. D. Richeson Back with Armour Grain Co.

Following five years of retirement H. D. Richeson is back on the executive staff of the Armour Grain Co. as vice-pres. in charge of elevator operation.

Mr. Richeson was born in St. Louis in 1872. At the age of 18 he became connected with the grain business as a clerk in the office of the United Grain & Elevator Co. at St. Louis. He worked gradually upward during a number of years following and finally left the company to join the staff of a stock and bond house. In 1906 he became pres. of the Burlington Elevator Co. at St. Louis, with a nominal voting interest in the concern.

Two years later he went to Chicago to become vice-pres. and sec'y of the Armour Grain Co., in which position he continued until Aug. 8 of 1921. His wife's health rapidly failing, he was compelled to take her to Colorado Springs. Accordingly he retired from the grain business, tho he immediately took up ranching interests in Colorado.

With the full recuperation of his wife, Mr. Richeson returned to the Armour Grain Co. last August, taking charge of the company's extensive properties, and doubtless will soon regain his old popularity.

During the late war Mr. Richeson acted in an advisory capacity with the federal Forestry Department. Following the inception of federal interest in the grain business, he and John C. F. Merrill, then sec'y of the Chicago Board of Trade, were important figures in drafting and presenting the Grain Standards Act.

Mr. Richeson's many friends in the trade are glad to welcome him back.

Rye will ultimately run into a bull market, because of the the fact that European production of rye is considerably smaller than that of last year, in the belief of everybody in the trade.



H. D. Richeson, Chicago, Ill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Elkhart, Ill., Nov. 5.—The new corn suffered seriously from wet weather.—Samuel Mangas.

Astoria, Ill., Oct. 28.—This year's oats crop lost on account of rains. Wheat was but half a crop.—L. G.

Chatham, Ill., Nov. 4.—The corn crop here was badly damaged.—Geo. Rohrer, The Chatham Elvtr. Co.

Tuscola, Ill., Oct. 30.—Oats are not a paying crop in this county and producers are turning to substitute crops.—L. G.

Morton, Ill., Oct. 27.—About enough good oats in this territory to supply seed demand; may have to ship in one car.—L. G.

Hamel (Worden p. o.), Ill., Nov. 3.—Corn is pretty badly damaged by the extreme wet weather.—W. E. Leichsenring, mgr., Hamel Elvtr. Co.

Gillespie, Ill., Nov. 4.—Corn is in very poor shape. Hogs are suffering here and there from cholera.—J. E. Bycroft, mgr., Gillespie Farmers Elvtr. Co.

Weldon, Ill., Oct. 30.—Oats were all threshed before the rainy season, consequently quality should bring premium; nearly all shipped out, however.—L. G.

Fogarty (Lincoln p. o.), Ill., Nov. 5.—New crop corn is in poor condition and farmers bewail its quality.—J. C. Wiggington, mgr., Fogarty Grain Co.

East Lincoln (Lincoln p. o.), Ill., Nov. 6.—Corn yielded very well here but the quality is exceptionally poor.—S. L. Nutty, East Lincoln Farmers Grain Co.

Carlinville, Ill., Nov. 4.—We haven't handled any of the new corn yet, nor do we want to. It is dangerously wet and badly damaged.—A. C. Brown, Brown's Elevator.

Girard, Ill., Nov. 4.—Corn is badly damaged. We haven't handled any yet. It probably will not be fit to handle before freezing.—J. H. Shutt, Girard Elvtr. Co.

Worden, Ill., Nov. 3.—Corn suffered from the wet weather. Scattered reports of cholera among hogs appear.—Fred Stoecker, mgr., Worden Co-operative Elvtr. Co.

Mansfield, Ill., Oct. 29.—Oats has almost been a failure the last six crops here. Soy beans are taking their place and are making from 20 to 30 bus. to the acre.—L. G.

Galva, Ill., Oct. 31.—Oats threshed before the heavy rains were of good quality and averaged 57 bus. per acre. The early Iwar variety is favorite in this territory.—L. G.

Shirley, Ill., Nov. 6.—Most of the old corn has moved. A fair yield was obtained on new corn but the quality is very poor.—Roy Rees, mgr., Shirley Farmers Grain & Coal Co.

Funk's Grove, Ill., Nov. 6.—Corn is a very mixed quality, some good but mostly poor. The larger share of the last year's crop has already moved.—H. G. Steffen, Funk's Grove Grain Co.

Atlanta, Ill., Nov. 6.—Corn has not produced a worse crop in this vicinity since 1920. Moisture content is exceptionally heavy. We have accepted none of it as yet nor are we anxious to.—J. A. King.

Viriden, Ill., Nov. 4.—Some farmers are creating trouble for themselves by shucking their corn and cribbing it. The stuff is so wet it is almost sure to heat. Practically all of it would grade sample.—J. H. Potts, Viriden Grain Co.

INDIANA.

Poneto, Ind., Oct. 27.—Farmers have started cribbing corn here. Crop of fair quality and the yield about average.—C. C. England, Poneto Grain Co.

IOWA.

Lowden, Ia., Oct. 27.—This year's oats crop very poor.—L. G.

Clarion, Ia., Oct. 30.—Oats crop here slightly below average; quality good and plenty back for seed. Many feeders are using oats because of the price.—L. G.

Wiota, Ia., Oct. 27.—Had a light crop of oats. No weather damage.—L. G.

Woolstock, Ia., Oct. 28.—Half the farmers here have bin-burnt oats. Our early oats were far the best this season, the late crop being very poor. Ordinarily the late oats do better.—L. G.

KANSAS.

Bird City, Kan., Oct. 30.—Oats were a failure here this year.—L. G.

Wilson, Kan., Nov. 3.—The prospects for wheat crop next season are wonderful thru this territory. We have had several good rains this fall and wheat at this time has a growth of 6 to 8 inches.—Farmers Elvtr. Co.

MICHIGAN.

Owosso, Mich., Oct. 28.—Seed oats are scarce.—L. G.

Port Huron, Mich., Nov. 1.—Oats of a very fair quality, slightly colored and light, with none left to ship.—L. G.

MINNESOTA.

Worthington, Minn., Oct. 29.—The most successfully grown oats in northwest Iowa or Southwest Minnesota, the corn belt, is the Russian Green oat. Much success has attended the growing of this early variety, test weights running 35-6 pounds, are rust resisting, and the demand is consistent from feeders and cereal mills due to the meaty kernel and the very thin shell. About 90 per cent of all oats grown in this section are of the Russian Green type.—L. G.

MISSOURI.

Concordia, Mo., Oct. 23.—Wheat acreage here has been sadly reduced by continued wet weather.—Geo. A. Klingenberg.

Foristel, Mo., Oct. 26.—Wet weather has seriously hampered the sowing of wheat.—Theo. Welge, mgr., Producers Grain Co.

Truesdale, Mo., Oct. 26.—Practically no wheat has been raised thru here for two years.—Edw. H. Jaspering, mgr., Producers Exchange.

Emma, Mo., Oct. 23.—Excessive moisture has caused a sharp reduction in the wheat acreage here.—Edwin Schelp, mgr., Emma Co-operative Elvtr.

Wentzville, Mo., Oct. 26.—Corn is so badly damaged by excessive rains that it is worthless commercially.—J. H. Grove, mgr., Co-operative Ass'n No. 20.

St. Peters, Mo., Oct. 26.—A good crop of wheat was raised here. Corn has been badly damaged.—E. Marheineke, mgr., Farmers Co-operative Elvtr. Ass'n.

Jonesburg, Mo., Oct. 25.—Our corn produced pretty fair but the wet weather has sadly damaged it. Quality is greatly reduced.—Roy Sabin, mgr., Farmers Elvtr. Co.

Blue Springs, Mo., Oct. 22.—This territory has shipped only about 6 cars of wheat this year. The feeders are taking practically all of the home-grown grain.—G. M. Park, Park Grain Co.

Odessa, Mo., Oct. 23.—A number of the farmers thru here have sold a good portion of their seed wheat because wet weather prevented sowing in time.—D. C. Baggary, Baggary Mlg. Co.

Columbia, Mo., Oct. 25.—For two years this country has hardly raised enough wheat to supply the mill. We have had to ship in to fill our milling needs.—J. L. Lynes, Boone County Milling & Elvtr. Co.

Fulton, Mo., Oct. 25.—Our community has developed such diversified agricultural interests that it hardly raises enough wheat to supply our milling requirements.—S. R. Yantis, S. R. Yantis Milling Co.

Jonesburg, Mo., Oct. 25.—Feed trade is beginning to pick up a little. Wheat has suffered for two falls under adverse conditions and the acreage this year is very small.—Ebb. Brooks, Stevens & Brooks.

Boonville, Mo., Oct. 25.—Wheat acreage was sadly reduced because wet weather prevented seeding. Corn is a fair crop but badly damaged from the same cause.—G. K. Bryan, mgr., Farmers Elvtr. & Co-op. Ass'n.

Rochepot, Mo., Oct. 25.—Wet weather prevented seeding of a normal wheat crop. This is the second year our wheat acreage has suffered because of excessive moisture.—T. J. Canole, Rochepot Mill & Elvtr.

St. Charles, Mo., Oct. 26.—This territory raised a pretty fair wheat crop this year in spite of an adverse start. Having considerable difficulty in sowing this fall due to excessive moisture.—Gillette & Co.

Carthage, Mo., Oct. 29.—Oats in bad condition.—L. G.

Wright City, Mo., Oct. 26.—So much rain has visited us this fall that planting of wheat is far behind and what would have been a good corn crop has become unmerchantable.—H. Koopman, mgr., Farmers Elvtr. Co.

Wentzville, Mo., Oct. 26.—This is a soft wheat producing country, but our farmers seem to have become educated to hard wheat flour. We ship out the wheat and sell them the kind of flour they want.—Chas. Karrenbrock, Karrenbrock Mlg. Co.

Odessa, Mo., Oct. 23.—Excessive rainfall in this section has caused curtailment of wheat acreage. Farmers were unable to sow in time. While corn developed fairly well in spite of a summer drought, wet weather has materially damaged the quality of the yield.—R. K. Watson, mgr., Co-operative Ass'n No. 91.

O Fallon, Mo., Oct. 26.—Flood waters in the bottom lands have been so high they almost covered the standing corn. One farmer that snapped some of the ears for seed during the drained spells curiously tore off the husks to find a lot of it sprouted. On account of hog cholera farmers are finding it necessary to ship in hogs for butchering.—E. Kohrs, mgr., Farmers Elvtr. Co.

NORTH DAKOTA.

Harvey, N. D., Nov. 7.—Had light crops this year.—Karl Neubauer, mgr., Farmers Elvtr. Co.

Baldwin, N. D., Oct. 26.—There is a poor crop here this year.—J. C. Poole, mgr., Martin Bourgeois Elvtr.

Van Hook, N. D., Oct. 25.—We had about half a wheat crop here making from 2 to 12 bus. an acre; flax was poor.—Joseph Dahl, Woodworth Elvtr. Co.

OHIO.

Bainbridge, O., Oct. 28.—The oats crop was practically lost this season and a great many fields were never threshed at all.—L. G.

London, O., Oct. 27.—Many oats back for seed, though quite unfit for this purpose, being damp, wet, musty, damaged and heating.—L. G.

Garrettsville, O., Nov. 3.—All oats in our section are badly stained and mostly musty. Corn crop is good. Practically no wheat sowed here.—Thomas Bros. Co.

OKLAHOMA.

Oklahoma City, Okla., Nov. 1.—Returning from an overland trip last week covering practically all sections between the main lines of the Rock Island & Santa Fe railways, and from the Kansas line South to the Cimarron river, I found that area not more than 50% planted. Considerable land is yet to be plowed and much to be reworked on account of excessive rainfall. The area West of the Rock Island to Alva, and South to Avard, Okeene, Hitchcock, and North to the Kansas line, the full acreage has been planted, I believe. A continuation of fair weather is the only hope, as I see it, for a normal acreage through the principal wheat belt of Oklahoma.—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma.

SOUTH DAKOTA.

Watertown, S. D., Oct. 30.—Seed oats problem is almost as serious in Iowa as in this state. There are plenty of oats but many are damaged and consequently will not yield.—L. G.

Seed Velvet Bean Crop Larger Than Last Year.

Production of velvet beans is estimated by the United States Department of Agriculture to be at least 50% larger than last year's small crop. The condition of the crop on Oct. 1 was 73.8% of a normal yield, compared with 54.8% last year, and 64.8% two years ago. Altho the inability to obtain good seed last spring in some districts, especially in Alabama, affected the acreage planted in those districts, there was an increase in other districts of about 25%. Favorable weather for harvest, which began about the same time as last year, was reported in Georgia, Alabama, South Carolina, and Florida.

Fixed dividend payments made by Farmers Co-operative Ass'ns in Kansas are not deductible from gross income as interest, according to a Board of Tax Appeals (Washington, D. C.) decision. The organization in question invoking this decision paid 8 per cent of its capital stock to its stockholders as required by Kansas law covering co-ops.

Buckwheat Suffers from Rains

A consensus of reports on buckwheat show an acreage very near normal and yield slightly better. Heavy damage to the grain in the fields was suffered in the big producing states from excessive moisture. A large share of the crop is probably still unthreshed, and much of what remains in the fields will not be threshed. Wind and rain has caused further damage by shelling the cut grain.

West of the Ohio-Indiana line buckwheat seems to have done well and harvesting and threshing were effected, but east of that line the crop was damaged to varying degrees.

Kalkaska, Mich., Nov. 2.—Buckwheat acreage about the same as last year; crop better. Harvest in good shape.—W. K. Phinney.

Mount Pleasant, Mich., Nov. 5.—Our buckwheat acreage, yield and quality, is 110% compared with last year.—Harris Milling Co.

Cohocton, N. Y., Nov. 2.—Buckwheat acreage normal, yield the same. Rainy weather delaying harvesting.—Larowe Buckwheat Flour Corp'n.

Garrettsville, O., Nov. 1.—Buckwheat in this section is still uncut on account of rainy weather and so is a total failure now.—Thomas Bros. Co.

Colfax, Wis., Nov. 2.—The buckwheat acreage, yield and quality are approximately the same as that of the 1925 crop.—J. A. Freestone, agt., Northern Elvtr. Co.

Plainwell, Mich., Nov. 3.—Buckwheat yield about same, though acreage is 10 per cent less than last year's crop. The quality is good.—J. F. Keesley Mlg. Co.

Wysox, Pa., Nov. 3.—The buckwheat crop is about the same as last year. Not much has been threshed yet due to unfavorable weather.—Wysox Produce Co.

Brooklyn, Mich., Nov. 4.—Buckwheat acreage is very small. We will not have much to ship, but will probably use all we can buy at this point.—Watts & Avery.

Plainfield, Wis., Nov. 5.—Our buckwheat acreage is about 40% less than last year; the yield 25% less. Quality is poor.—F. C. Sua. American Cooperative Ass'n.

Charlevoix, Mich., Nov. 4.—The buckwheat crop will be short. Much of it is coming in wet and many farmers report their grain still in the field. The yield is about average.—Argo Milling Co.

Mauston, Wis., Nov. 3.—Buckwheat acreage in this section was about 25 to 40 per cent less than last year. The yield was very good, running from 20 to 30 bus. per acre. The quality is fine, all we have seen.—Curran Bros.

Voorheesville, N. Y., Nov. 5. — Buckwheat acreage this year was 20% more than in 1925. The yield is 10% better so our section is loaded with buckwheat grain and the farmers are selling freely. Mills are all full.—O. B. Vunck, O. B. Vunck & Co., Inc.

Belleville, Mich., Nov. 2.—The buckwheat acreage around here and vicinity is a great deal smaller than last year, probably 25 per cent less. Yield is proportionately decreased.—W. T. Sherman, mgr., Belleville Co-op. Ass'n.

Marion Center, Pa., Nov. 4.—We had a fair crop of buckwheat here, but rains destroyed at least one-third of it. We have been paying \$1.75 per cwt. and have ground all we could buy. The crop is of poor quality.—Marion Center Milling Co.

Portage, Wis., Nov. 2.—Our buckwheat crop was good, also the quantity. Acreage about same as last year. Crop mostly consumed by local mills, usually two or three cars are shipped out depending on demand for product our mills have. About 70 per cent of the crop has been marketed.—T. H. Cochrane Co.

Utica, Mich., Nov. 2.—Buckwheat is very backward on account of the wet weather; haven't ground any as yet, tho perhaps we will very soon. The acreage is very light. Quality will be good when dry. Perhaps not more than 30 per cent of a crop when compared with the 1925 crop. We are offering \$1.75 per 100 lbs.—Utica Mlg. Co., per C. O. Crisman.

Cobleskill, N. Y., Nov. 4.—The buckwheat in this section is coming in very slow, due to the daily rains. The acreage is larger than last year and the yield is generally good. If we have a few days of dry weather we will have an abundance of grain.—Borst & Burhaus Co.

Chilhowie, Va., Nov. 3.—Buckwheat acreage in southwest Virginia is about normal but the yield is only about 60% of last year and the quality is very inferior. About 75% of the crop has moved and we expect to have little more for shipment this year.—Q. A. Eller, mgr. The Vance Co., Inc.

Indiana, Pa., Nov. 4.—The buckwheat in this section has been ruined by rain. We had a good acreage but about half of it is still out and may not be saved. What has been threshed is very wet and cannot be milled without drying. The crop will be about 60% of last year.—Hetrick & Wilson.

Kitzmillier, Md., Nov. 5.—This season's buckwheat acreage was about the same as last, but excessive wet weather caused nearly all of it to be threshed in poor condition. The grain contains entirely too much moisture and a considerable portion is unfit for flour.—Rafter Mill Co.

East Randolph, N. Y., Nov. 3.—Our buckwheat acreage here is probably 5 to 10 per cent greater than last year. The yield is slightly greater per acre, but there are acres and acres that are still in the field. If we don't get some dry weather soon our acreage or yield will amount to nothing. There isn't over 10 per cent threshed as yet.—C. & L. Glover.

Berlin, Wis., Nov. 3.—The 1926 buckwheat acreage was about average, the quality is good except some damaged by excessive rains after being cut. The yield per acre is much less than average due to dry weather about planting time. We are getting plenty of grain and will soon have all first orders filled and then?—Fred W. Wright, Stillman, Wright & Co.

Cortland, O., Nov. 3.—Very little buckwheat has been harvested in this vicinity. That which has been threshed carries too much moisture to be marketable. We had samples in yesterday ranging in moisture from 25 to 28 per cent. We should say that 50 per cent of the crop in this vicinity will never be recovered and the balance will be of very questionable value.—O. M. Richards, The Richards & Evans Co.

Butler, Pa., Nov. 4.—Buckwheat harvest has been delayed several weeks on account of excessive wet weather. Scattered lots have been threshed from time to time, but the condition is damp and the grain will not make good flour unless kiln dried. The acreage was a little above normal, but much of it stood in the fields after ripening and is still there. Winds and rains shelled out a lot. Threshing returns indicate 50% to 75% of the yield expected.—Paul E. Eisler, mgr., H. J. Klingler & Co.

Yatesboro, Pa., Nov. 3.—The buckwheat acreage this year was about 25% greater than last year. Reports from farmers indicate a yield of from 13 to 40 bus. per acre. Threshing has been slow due to excessive wet weather and losses have resulted. What has been threshed is not clean, but contains much cut straw and trash. Prevailing prices are about \$1.50 per cwt. as it comes from the machine, \$1.60, recleaned. Shipping it in bulk has been unsafe due to the heavy moisture content, but by cleaning and sacking it can be done.—Yatesboro Flour & Feed Mills.

Cuba, N. Y., Nov. 2.—The acreage of buckwheat this year was probably as large as normal and crop was finest it has been in years, but have had so much wet weather that practically none has been threshed and unless the weather changes none will be threshed. Probably 10 per cent is not yet cut. Some was cut with mowers and laid on ground and is probably spoiled. What was cut and set up has been wet continually, for we have one good day and then about four to six rainy days and there is bound to be some loss, even tho it dries up so cut grain can be threshed. It looks very much to us as tho we would have to get our grain from the West this year if it is to be obtained at all, and if you know of any shippers who have it to offer would be glad to know who they are. Think all New York state is in same shape as it is locally.—Phelps & Sibley Co.

Muncy, Pa., Nov. 3.—We have had about 5,000 bus. of buckwheat so far on this crop and we believe the peak of the movement is over. In past years we have had as much as 20,000 bus. Quality this year was fair.—C. E. Vermilya, City Flouring Mills, Inc.

Monroe, Mich., Nov. 3.—Buckwheat threshing has been so badly delayed thruout this section on account of rains that it is impossible to give a clear idea of the acreage or yield, but we should judge that three-fourths the quantity is the limit available.—Amendt Mlg. Co.

Elkins, W. Va., Nov. 4.—The acreage on buckwheat is rather less than the average for the past two years. This year the crop was very good, and the portion of the crop harvested early was good, but most of the crop was still in the fields when the rains started. Practically all of it is very badly damaged, fully one-half of it too badly for bread purposes. None of the local crop is ever exported and considerable buckwheat flour is always shipped into this territory. The grinding season has just opened and it is impossible to estimate what the real out-run of the grain will be.—The Darden Co.

Blodgett's Buckwheat Bulletin.

From all information that we have been able to secure we feel warranted in stating that the yield of milling buckwheat from this crop will be less than that of last year.

East of the Indiana-Illinois line last year practically all buckwheat was wet but west of that line the buckwheat was unusually dry. This year all buckwheat everywhere (to put it mildly) is damp. That means that a greater percentage will be unfit for milling this year than last.

If our conclusion is correct, buyers will profit by covering season's requirements whenever prices this year approximate the "low" of last year.

Even though buckwheat itself sells at last year's "low," the cost of the product will be greater because of the increased evaporation loss this year in "kiln-drying."—Frank H. Blodgett, Inc., Janesville, Wisc.

Reports to Buckwheat Millers and Shippers Ass'n.

Following are reports on the crop received for publication Oct. 26 by the Buckwheat Millers and Shippers Ass'n:

INDIANA.

Monticello, Ind.—Very little buckwheat threshed.

NEW YORK.

Alcove, N. Y.—No buckwheat moving here. Gowanda, N. Y.—Buckwheat not moving here. Oneonta, N. Y.—No buckwheat being offered. Nichols, N. Y.—Scarcely any buckwheat moving.

Freeville, N. Y.—No buckwheat threshed as yet.

Mecklenburg, N. Y.—Buckwheat not threshed as yet.

Canaseraga, N. Y.—Very little buckwheat threshed.

Hornell, N. Y.—Buckwheat is not coming to market here.

Vernon, N. Y.—Buckwheat is not being offered for sale.

Locke, N. Y.—Rains here prevent movement of buckwheat crop.

Lyons, N. Y.—Nothing doing in the movement of buckwheat.

Geneseo, N. Y.—Rain and snow prevent buckwheat threshing and movement.

Moravia, N. Y.—Very little buckwheat threshed on account of rain and snow.

Wellsville, N. Y.—Not much buckwheat is being offered on account of the rains.

Interlaken, N. Y.—Excessive rain and snow hamper buckwheat harvesting and movement.

Forrestville, N. Y.—Have had excessive rain; buckwheat so damp it is not even offered.

New York State.—The average price being paid for buckwheat at twenty stations in this state, as set forth by the Buckwheat Millers' & Shippers' Ass'n, is \$1.62½. The "low" price of \$1.50 is being paid at Canaseraga and Canisteo while the "high" of \$1.80 is being paid at Interlaken and Spencer.

OHIO.

Madison, O.—Little buckwheat being offered. Cortland, O.—No buckwheat moving whatsoever.

Portsmouth, O.—No buckwheat is coming on the market.

PENNSYLVANIA.

Cochranon, Pa.—No buckwheat moving. Sugar Run, Pa.—Very little buckwheat being offered.

Millertown, Pa.—About half of the buckwheat crop threshed.

Meadville, Pa.—No business being transacted in buckwheat; too much rain.

Pennsylvania.—The average price being paid for buckwheat at 14 stations in this state, as reported by the Buckwheat Millers' & Shippers' Ass'n, is \$1.65-7/10ths. One fifty is being paid as "low" at Butler and Titusville, while the "high" price of \$1.85 is being offered at Wysox.

State Cannot Fix Rental of Sites on Right of Way

On Oct. 26, 1926, the Supreme Court of Iowa, by Justice Faville, Chief Justice DeGraff, and Justices Stevens and Vermilion concurring, filed its decision reversing a decree of the Woodbury County District Court that confirmed an order of the Iowa State Board of Railroad Commissioners regarding the rental of a site on the right of way of the Illinois Central Railroad Co., occupied by George Ferguson, at James, Ia.

The railroad company appealed from the decree and the Supreme Court, in effect, held that the regulatory statute, being unconstitutional, the railroad companies have the right to fix the rental of sites on their rights of way without interference by the Commission. Following is the decision by the Supreme Court, in full:

This case is submitted upon a stipulation of facts. The town of James is a small village eight miles north of Sioux City. Six families comprise the population of the village. The appellant's railroad passes through the village.

It appears that at one time the appellee had leased from the appellant a lot on its right of way, adjacent to the sidetrack in said town, upon which is located a coal shed 14x72 feet in dimensions.

The appellant and appellee were unable to agree upon the rental of said lot and an application was made by appellee to the Board of Railroad Commissioners to fix the same.

After a hearing the said Board entered an order fixing the annual rental which should be paid by appellee for said site to be used for said purpose.

The appellant herein appealed from said order to the district court, where the order of the Board of Railroad Commissioners was by decree approved and confirmed. From such decree this appeal is prosecuted.

Code Section 8169 is as follows:

"Buildings on railroad lands. When a disagreement arises between a railroad company and the owner of any building used for receiving, storing, or manufacturing any article of commerce, transported or to be transported, situated on the railroad right of way or any land owned or controlled by the railroad company for railroad purposes, as to the terms and conditions on which the same is to be continued thereon or removed therefrom, or when application is made by any person, firm, or corporation for a site on such lands for the erection and maintenance of such improvements, and the railway company and the applicant can not agree as to whether such improvement shall be placed on such lands, or as to the character and location of the buildings to be erected and maintained thereon, or as to the terms and conditions under which the same may be placed or operated, such railway company, person, firm, or corporation may make written application to the board of railroad commissioners and such board shall, as speedily as possible after the filing of such application, hear and determine such controversy and make such order in relation thereto as shall be just and equitable between the parties, which order shall be enforced in the same manner as other orders of the board."

The order of the Board of Railroad Commissioners was made in pursuance of the provisions of said statute.

But one question is presented for determination upon this appeal and that is whether or not the order of the Board of Railroad Commissioners was an invasion of the constitutional rights of the appellant. Section 18, Article I, of the Constitution of Iowa provides, that:

"Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof as soon as the damages shall be assessed by a jury, who shall not take into consideration any advantages that may result to said owner on account of the improvement for which it is taken."

If the effect of the order of the Board of Railroad Commissioners in the instant case is to deprive the appellant of private property for other than a public use, then such order is violative of the appellant's constitutional rights.

The section of the statute above quoted is very broad and comprehensive in its terms. It vests in the Board of Railroad Commissioners authority to hear and determine a controversy that may arise "between a railroad company and the owner of any building used for receiving, storing, or manufacturing any article of commerce, transported or to be transported, situated on the railroad right of way, or any land owned or controlled by the railroad company for railroad purposes."

It is obvious that under the provisions of this statute a controversy might arise between a railroad company and the owner of a building that might be used for receiving, storing, or manufacturing an article of commerce, where the owner of such building was using same for a strictly public purpose. It is occasionally the case that a municipality is the owner of a public warehouse that is used for the purpose of receiving or storing articles of commerce, or an individual or corporation may devote its property to a strictly public use. The statute is broad enough by its terms to vest in the Board of Railroad Commissioners the authority to determine the rental value of a site upon a railroad right of way that would be used by a municipality for a public warehouse, or by a party for a wholly public purpose. When viewed in this light and applied for this purpose, the statute would be upheld and the act of the Board of Railroad Commissioners would not be an invasion of constitutional rights respecting the taking of property.

Railroad Lands Held for Public Use.—With certain restrictions as to regulation of rates and other well-recognized matters, a railroad company owns and holds its right of way subject to the same rights that a private citizen owns his property, to-wit, that it may be taken, under proper conditions, for a public use. It is true that the business of a railroad company is of such a character that it is properly subject to governmental regulation, but that does not deprive a railroad company of the constitutional protection respecting the taking of its property for the use of another.

In the quite recent case of Wolff Packing Company vs. Court of Industrial Relations, 67 L. Ed. 1108, the Supreme Court of the United States, speaking by Mr. Chief Justice Taft, said:

"(There are) Business which, though not public at their inception, may be fairly said to have risen to be such, and have become subject in consequence to some government regulation. They have come to hold such a peculiar relation to the public that this is superimposed upon them. In the language of the cases, the owner, by devoting his business to the public use, in effect grants the public an interest in that use, and subjects himself to public regulation to the extent of that interest, although the property continues to belong to its private owner, and to be entitled to protection accordingly." Citing many cases.

So the fact that appellant is a railroad company and subject to proper governmental regulation as such, in the public interest, does not place it outside the protection of the constitutions, both state and Federal, in respect to the appropriation or "taking" of its property for the use of another party for a private purpose. The right to "regulate" does not include the right to "take" for the private use of another.

In its last analysis, therefore, the question for our determination is whether or not the use to which the appellee sought to subject the property of the appellant was, in a proper sense, a "public use" as distinguished from a "private use."

The line of demarcation between a public use and a private use of property is not always an easy one to discern. The question is, however, one for the determination of the courts, and not for legislative definition or declaration. *Arnsperger vs. Crawford*, 101 Md. 247, 61 Atl. 413. See, also, *McMillan vs. Noyes*, 75 N. H. 258, 42 Atl. 759; *Lux vs. Haggin*, 10 Pac. 675 (Cal.); *Caretta Railway Company vs. Virginia Pocahontas Coal Company*, 57 S. E. 401 (W. Va.).

The words "public use" are not synonymous with "public benefit." The public may receive a substantial benefit from the use of certain property by private individuals, but this does not necessarily constitute a public use of the property. *Wisconsin River Improvement Company vs. Pier*, 137 Wisc. 325, 118 N. W. 857.

In *Wolff Packing Company vs. Court of Industrial Relations*, supra, it is well said:

"It is very difficult under the cases to lay down a working rule by which readily to determine when a business has become 'clothed with a public interest.' All business is subject to some kinds of public regulation, but when the public becomes so peculiarly dependent upon a particular business that one engaging therein subjects himself to a more intimate public regulation is only to be determined by the process of exclusion and inclusion, and to gradual establishment of a line of distinction." And, also:

"It has never been supposed, since the adoption of the Constitution, that the business of the butcher, or the baker, the tailor, the wood chopper, the mining operator, or the miner was clothed with such a public interest that the price of his product or his wages could be

fixed by state regulation. It is true that in the days of the early common law an omnipotent Parliament did regulate prices and wages as it chose, and occasionally a colonial legislature sought to exercise the same power, but nowadays one does not devote one's property or business to the public use or clothe it with a public interest merely because one makes commodities for, and sells to, the public in the common calling of which those above mentioned are instances."

The term "public use" as employed in the constitutional provision, does not mean a use which may properly be deemed a public benefit or advantage, but it means that the public possesses, to some extent, certain rights to the use or employment of the property. *Borden vs. Trespacios Rice & Irrigation Company*, 32 S. W. 461-465; *Brown vs. Gerald*, 100 Me. 351, 61 Atl. 785; *Hench vs. Pritt*, 62 W. Va. 270, 57 S. E. 808.

It is unnecessary that we enter upon an extensive review of the numerous decisions construing the term "public use." A few citations will serve to illustrate what have been recognized as proper "public use" of property. Our public drainage statutes have been sustained on this ground. *Sisson vs. Board of Supervisors of Buena Vista County*, 128 Iowa 442. The taking of land for a public highway or street, or for a public park, or for water supply, or the construction of a sewer system, or for the distribution of electricity, or for mills, or common carriers, indicates the general class that is universally recognized as constituting a "public use" within the constitutional provisions. As before said, a situation might arise under the statute where the owner of a building which was used for receiving, storing, or manufacturing an article of commerce transported or to be transported would be engaged in said business in such a manner that the use was, as a matter of fact, a public use. The leading case in the country recognizing that there may be such a public use of privately owned property is the case of *Munn vs. Illinois*, 94 L. Ed. 77, where the warehouses in the city of Chicago were involved.

In *Bankhead vs. Brown*, 25 Iowa 540, we had under consideration the establishment of a private road under an act of the legislature, and we held that the act permitting the establishment of private roads and the taking of property therefor was in violation of the constitutional provision.

The same rule was recognized in *Richards vs. Wolf*, 82 Iowa 358. In *Sisson vs. Board of Supervisors*, supra, we said:

"It must be confessed that there is no standard by which to determine in all cases what is a public use, or what can fairly be regarded as a public benefit, and therefore conducive to the public health, welfare, etc. The Constitution contains no words of definition, and it seems to remain for each act which is brought forward, aided, of course, by the disclosed purpose and object thereof, and by the conditions, stated or well known, upon which it is to operate, to furnish an answer to the test."

Right to Build Elevator on Railroad Land.—In *Missouri Pacific Railway Company vs. Nebraska*, 41 L. Ed. 489, the Supreme Court of the United States had under consideration an order of the Nebraska State Board of Transportation directing a railroad company to grant to a certain person the right of erecting an elevator on the land of the railway company. The court said:

"To require the railroad company to grant to the petitioners a location on its right of way, for the erection of an elevator for the specified purpose of storing from time to time the grain of the petitioners and of neighboring farmers, is to compel the railroad company, against its will, to transfer an estate in part of the land which it owns and holds, under its charter, as its private property and for a public use, to an association of private individuals for the purpose of erecting and maintaining a building thereon for storing grain for their own benefit, without reserving any control of the use of such land, or of the building to be erected thereon, to the railroad company for the accommodation of its own business, or for the convenience of the public."

This court, confining itself to what is necessary for the decision of the case before it, is unanimously of opinion that the order in question, so far as it required the railroad corporation to surrender a part of its land to the petitioners, for the purpose of building and maintaining their ELEVATOR upon it, was, in essence and effect, a taking of private property of the railroad corporation, for the private use of the petitioners.

The appellee calls our attention to a number of cases wherein the courts have held that the erection of grain elevators and warehouses upon the right of way of a railroad is a matter of such general and public interest that the taking of property therefor may be regarded as a public use. *Munn vs. Illinois*, supra; *Gurney, et al. vs. Minneapolis Union Elevator Company*, 65 N. W. 137.

Under the particular circumstances of cases of this character it was properly held that the use was a public use where grain was received indiscriminately from the public for storage at great terminal centers. But no cases cited by

New Working House Addition to Kansas-Missouri Elevator

The Missouri Pacific Railroad in 1925 hauled into Kansas City, 6,726 cars of wheat, 3,640 cars of corn, 1,006 cars of oats, 40 cars of rye, 19 cars of barley, 380 cars of kafir, milo and feterita, one car of flaxseed and 65 cars of cane seed; compared with 12,679 cars of wheat, 3,131 cars of corn, 1,158 cars of oats, 41 cars of rye, 54 cars of barley, 403 cars of kafir, milo and feterita, 3 cars of flaxseed and an unknown number of cars of cane seed during 1924.

With five lines of railroad radiating from Kansas City the Missouri Pacific Railroad Co. required a grain terminal with more complete facilities to serve the thousands of shippers in its tributary territory.

When first erected in 1904 the Kansas-Missouri Elevator was provided with sufficient handling capacity in the working house to form an adequate complement to the storage capacity in the 10 large tanks, each 42 ft. in outside diameter. The addition, however, of 40 tanks in 1914 and 39 tanks in 1916, dwarfed the handling house and made it desirable to have a larger working house during the rush of grain to market such as Kansas City has enjoyed in 1926.

Accordingly, a new working house has been erected with an unloading capacity of 12 to 16 cars an hour, compared with 5 cars an hour in the old working house. The new working house has 200,000 bus. of storage, making with the 4 old units of 3,800,000 bus. capacity, a total of 4,000,000 bus.

BELT CONVEYOR GALLERIES.—When the 1914 storage annex was built a conveyor gallery was constructed on the outer wall of the wooden working house to house the belt carrying grain to fill the new bins. The new concrete working house is built to inclose this gallery, and utilizes the belt for filling the same bins. The new working house also incloses the belt conveyor to the 1904 annex. These two conveyors run thru galleries below the bin floor. The new working house is connected to the 1916 addition by means of two conveyors, and two new bridges were provided so that additional belt conveyors can be installed in the future.

THE PLANT IS VERY EXTENSIVE. Besides the three groups of grain storage bins it includes the old wooden and new concrete working houses, drier building, welfare building, dust house, power house, water softening plant, millwright shop and office building, with numerous side tracks of the Missouri Pacific Railroad Co., owner of the elevator which is operated by the Hall-Baker Grain Co.

ROOM for the new working house was found in a space of about 60 ft. between the tanks and the old working house. The new working house is 57 ft. 7 ins. wide in its narrowest part, and 66 ft. wide at the other end, the narrow section being 31 ft. long and the wide section 46 ft., a total of 78 ft. This location of the new working house gave an opportunity to operate in connection with the old house to good advantage.

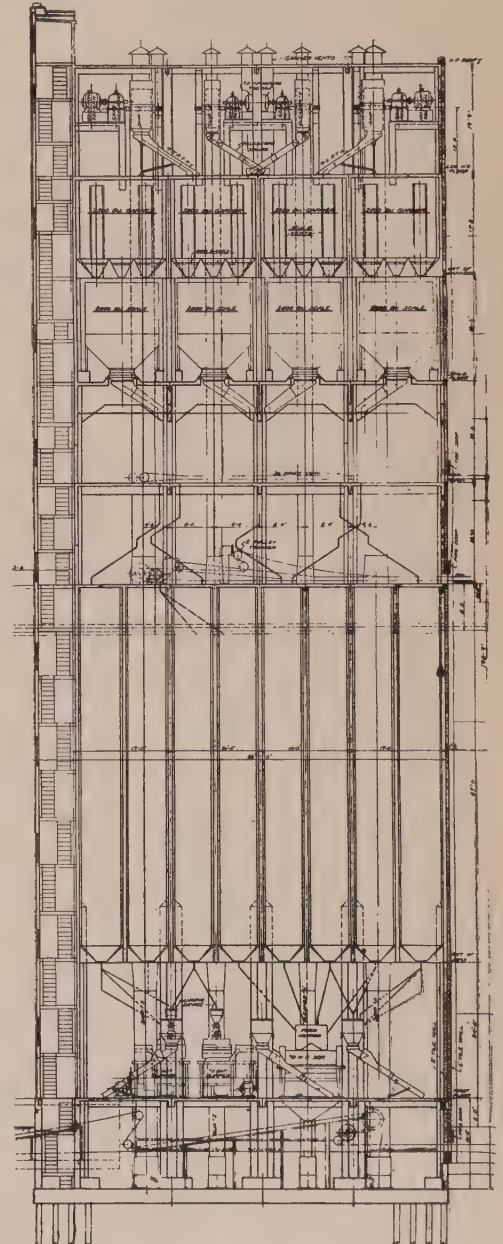
THE BUILDING is of reinforced concrete, 198 ft. 9 ins. high above basement floor. Altho of concrete construction and presumably fire-proof the new house was only two feet distant from the old wooden house, so that additional protection against fire was provided by building a 6-inch wall of tile on the exposed side of the concrete building. Inside of the 6-inch wall an 8-inch wall of tile was built on the basement and first floors and above the bins.

THE WORKING HOUSE basement is 16 ft. high and contains a 40-inch shipping conveyor belt from 1904 annex and a 42-inch con-

veyor belt from 1914 addition, besides two belts carrying grain from the 8 receiving pits in the track shed, and two cross conveyors connecting 1914 belt with the two shipping legs.

The first story of the working house is 22 ft. high, and contains four No. 11 steel clad Monitor Clippers and Smutters, with lime feeding device, capacity 1,500 bus. each per hour, and two No. 15 Monitor Style B Warehouse Separators, steel clad, with a capacity on medium screens of 3,000 bus. per hour each. In the south bay, 12 ft. above first floor, is a sacking room.

Above the work floor is the cluster of 56 rectangular bins 67 ft. high, the outer bins being 16 ft. wide and the inner bins 17 ft. wide. The bin floor, 18 ft. high, forms the first floor of the cupola and contains two belt conveyors to the 1916 addition. One of the belts is provided with a 2-pulley tripper having Hyatt Roller Bearings. The second or distributing floor of the cupola contains the 36-inch conveyor belt extending out to the top floor



Cross-Section of Working House of Kansas Missouri Elevator, Kansas City, Mo.

the appellee, nor any that we have been able to discover, go to the extent of holding that the taking of property for the erection of a coal shed, to be used solely by an individual or the purpose of storing his own coal to be sold to his customers for personal profit, was "public use" of said property. It may be said that the public is interested in having the appellee, or some other person, sell coal in the village of James. The public is also interested in having some person in the village sell clothing, shoes, flour, and other necessities of life; but it can not be said that because the public is interested in the purchasing of said commodities, the dealer who sells them for his private gain is entitled to take the private property of another citizen upon which to maintain his place of business on the theory that it is necessary for a "public use."

Under the general and broad terms of the statute, it is possible that the Board of Railroad Commissioners may properly be called upon to act in connection with a case where a use of railway property by another party may be a proper public use. Such a situation is not presented in the instant case.

We hold that the order of the Board of Railroad Commissioners requiring that the appellant should furnish to the appellee a site for the erection and maintenance of a coal shed for the sole purpose of storing his own coal herein to be sold by the appellee for private gain, and fixing the rental therefor, was a violation of the constitutional rights of the appellant and if carried out would result in taking the private property of the appellant for other than a public use. It therefore follows that the order appealed from was an invasion of appellant's constitutional rights and hence invalid. The decree of the district court confirming said order must be, and it is REVERSED.

The ear worm in Iowa is present in numbers that exceed any I have ever before seen. It is serious in every field, and in some fields a single unaffected ear is hard to find. Wherever it touches the ear mold and rot, made worse by wet weather, is set up so that the quality of the corn will be far below normal.—B. W. Snow, Bartlett Frazier Co., Chicago, Ill.

Death of W. E. Townsend.

The inexorable finger of death beckoned and took W. E. Townsend the night of Friday, Oct. 29. During the day he had been in his office in the Chamber of Commerce at Buffalo, N. Y., in his usual good health and the best of spirits. A heart attack that night sounded the knell.

Less than 10 days before he had attended the sessions of the Grain Dealers National Ass'n assembled in annual convention, greeting his old friends with his normal optimism.

Mr. Townsend was 61 years old and had been in the grain business for 35 years. His early experience was gained with the Husted Milling Co. In 1906 he organized the Townsend-Ward Co., doing a commission and merchandising business at Buffalo.

He was a director of the Corn Exchange and was serving his second term as treas. He had no fraternal affiliations, but was a devoted member of St. Mary's on the Hill Protestant Episcopal Church. Bishop Brent of the diocese officiated at the funeral services on Nov. 1. The vestry of St. Mary's were honorary bearers. The active bearers were his business associates from the floor of the Corn Exchange.

Mr. Townsend leaves to mourn, his widow, Sophie M. Townsend and two daughters, Helen and Dorothea. A host of friends thruout the trade feel deeply their loss.



W. E. Townsend, Buffalo, N. Y., Deceased.

of the new Morris Drier; also reaching half the old working house and the 1916 addition. Five belts in all run out of the house to the different storage additions. The belts are 40 to 42 inches wide, and all five belts can be reached by all the scales in the new working house, and two of them can be reached by the old scales. Timken Bearings are used in rollers and concentrators of the conveyor belts.

The third or scale floor of the cupola is also 18 ft. high, and contains four 2,000-bu. hopper scales. Jutting out half its width from this floor is an office 12x12 ft.

THE SCALES are the Fairbanks Type "S," having square hoppers of steel, both scales and beam being on the same floor so the weigher can see his scale at all times. One weighman attends the two receiving and another man the two shipping scales. The weighman unaided can direct the grain to all the in store conveyors, all shipping spouts and to a number of individual bins. The suspension bearings are constructed to provide against such disturbances as pounding the hopper to remove the last remnant of grain from the hopper. Improved weight-lifting devices are attached to lift the counterpoise weights mechanically off the beam, so that the weighman can always check the balance of the beam before weighing another draft. If out of balance the weighman can look for the cause, such as caulking paper, bags or grain buckets

left in the hopper. Dust will not lodge in the notches of the beam, as they are on the bottom side of the beam.

The fourth story of cupola is 17 ft. 6 ins. high and contains the garnerers for the scales. In all the garnerers are hogbacks.

The fifth or top story is 19 ft. 9 ins. high. It contains the heads of the six elevator legs and their telescope revolving spouts, besides the Westinghouse Electric Motors, of which there are two of 75 h.p. for the cleaner and clipper legs, and four of 150 h.p. for the two receiving and two shipping legs, these four having Falk Reduction Gears.

TWO TUNNELS are in place to connect the 1916 addition to the new working house. The 1904 and 1914 annexes each have one belt below with two stationary trippers to reach the new receiving and new shipping legs in the basement.

The stairs and passenger lift are housed in a concrete addition built on, 7 ft. 5 ins. wide by 20 ft. 2 ins. long. The roof is of 5-ply composition, and two fire escapes lead down therefrom.

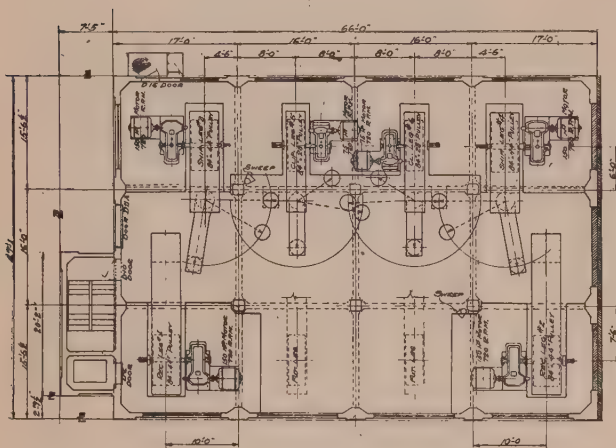
A COMPLETE DUST COLLECTING SYSTEM has been installed by the Cyclone Blow Pipe Co. It consists of two units, one unit for the first floor and basement and the other for the cupola. The system in the cupola cares for the sweepers on the various floors of the cupola, the fan discharging into a

cyclone located in the cupola. This cyclone discharges its dust into the first floor system.

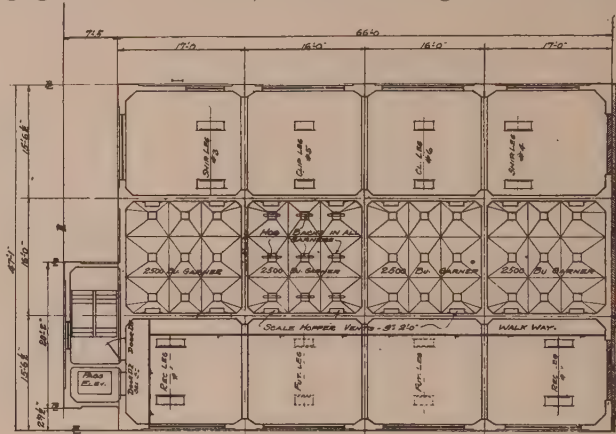
The four scourers and two cleaners located on the first floor are supplied with individual cyclones, these cyclones being vented into two flues up thru the bins so that the discharged air from the cyclones escapes at the low roof of the cupola of the elevator. The fan in the first story takes care of the sweepers in the basement and first floor, as well as the belt ends of the receiving and shipping belts in the basement. The discharge end of each belt has a hood over the pulley to take care of the light dust escaping at this point, also a hood under the pulley to take care of the chaff and dust escaping under the pulley. This fan discharges into a cyclone over the roof of the dust house some 250 ft. away.

The exhaust fans are of the latest improved slow speed, low power type, all of a construction that frees them from centrifugal resistance and back pressure. The blowers are direct-connected motor drive with fan wheels mounted on the motor shafts, doing away with additional bearings and belts.

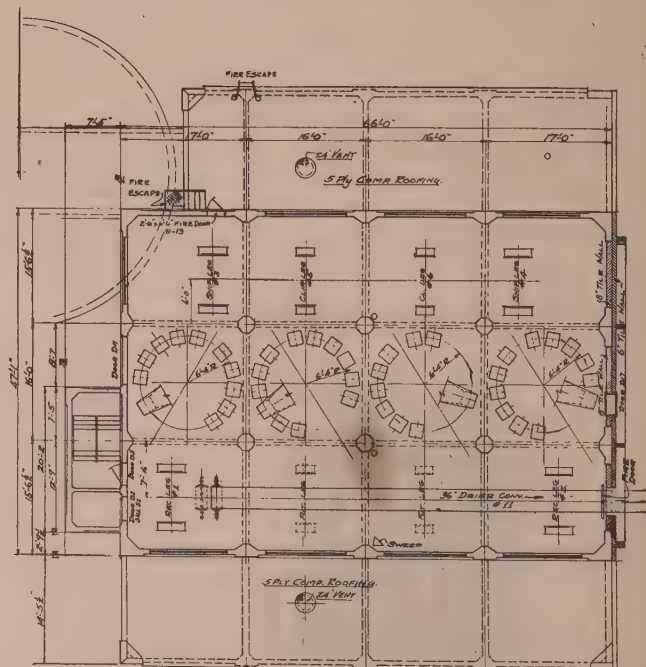
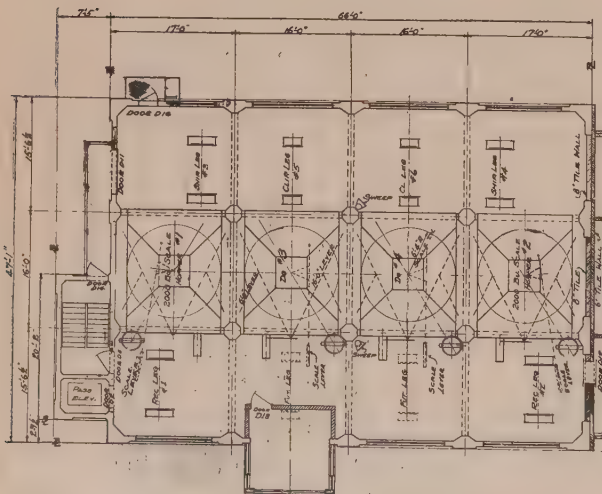
A ZELENY Electric Thermometer System has been installed with indicators in a room set apart on the bin floor of the working house. The system was applied in 89 cylindrical tanks and 12 interstices. In the 20-ft. cylindrical tanks and interstices there are 15 readings in each bin, and in the 10 large tanks 40 ft. in di-



SCALE FLOOR PLAN



PLAN OF GARNERS



Plans of Leg Head Floor, Garnerers Scale Floor and Distributing Floor of New Working House of the 4,000,000-bu. Plant of the Kansas-Missouri Elevator, Kansas City, Mo. [See facing page and front cover page.]

anometer there are four drops to each tank, making 60 readings in each tank, or a total of 2,115 readings. All the bins can be read from the one point in the working house where the switchboard and reading instrument are located.

TRACK SHED.—On the south side of the new working house is the track shed for receiving and sacking and on the opposite side is the shed for shipping. The receiving shed is 81 ft. 2 ins. wide and 105 ft. 4 ins. long. Of the 5 tracks in the receiving shed the one nearest the house is lower to bring the floor of cars nearer to the level of the working house floor. The shipping shed is 39 ft. 9 ins. wide, covering two tracks with a third outside, the loading platform being on a level with both the car floors and the floor of the working house. The old elevator had but 2 tracks extending thru it, against 5 in the new house on the receiving side, four of the tracks having grain unloading pits.

Eight of the Peterson Pneumatic Grain Door Removers will have been installed to speed up the unloading of cars and to save both labor and the grain doors. These machines are of the single direction type and were furnished by the Strong-Scott Mfg. Co.

The silent chain drives from thirteen of the electric motors were furnished by the Morse Chain Co., and range from 75 h.p. for 5 of the largest to 10 h.p. for the smallest drives.

All leg casings, spouting, manholes and general sheet metal work was furnished by the Weller Metal Products Co.

Among the new equipment are two wheat washers of the largest size, each having two cylinders and a capacity of 300 to 400 bus. each per hour. These machines are installed in the northeast corner of the old working house and are served by one of the old clipper legs.

THE MORRIS Automatic Dust Collecting Drier furnished by the Strong-Scott Mfg. Co. is one of the latest type in which the dust usually given out in drying is all sucked within the machine, accumulated, and is sent to the dust house by a separate dust-removing fan. The machine has a capacity of 1,000 bus. per hour. Fresh air is used for both drying and

cooling. The freedom from dust in this drier reduces the fire and explosion hazard to the minimum.

THE OLD WORKING HOUSE has been partly electrified, so that the entire plant, except the old clippers and cleaners, can be operated by electric power, the current coming from the power and light company. Besides this there are two generators driven by the old steam power plant connected up to the new switchboard so that power can be obtained from either the old power plant or from the 2,000 k.v.a. substation.

In designing the building and locating the machinery allowance of space was made for the future installation of two additional elevating legs.

The new construction was designed and executed by the Folwell-Ahlskog Co.

Drying of Canadian Tough Wheat.

Effective last Monday, Nov. 8, the Canadian Board of Grain Commissioners issued an order permitting drying all tough wheat below the grades of No. 4.

A meeting of the Commissioners in the Winnipeg Grain Exchange building on Oct. 28 discussed drying and the raising of the moisture test. Expression of elevator interests and the Canadian pools caused action to be deferred tho the Board took the attitude that should necessity arise it would take drastic measures to prevent the crop wasting. Late reports showed the action had become necessary.

Canada has capacity at the lake-head for drying 250,000 bus. per day and can handle 60,000 bus. at Edmonton and 20,000 bus. at Calgary. Damp grain heats rapidly in cars or in elevators and the Commission found the situation growing acute with daily increases in the receipts of wet and sprouted grain.

The Canadian Wheat Pools Poor Showing.

On Oct. 18, the Pool announced by radio that the saving it had effected for its farmers by eliminating commission charges and shippers' and exporters' profits was net at least 3 cents per bushel. It had also elevator profits and interest on the farmers' money.

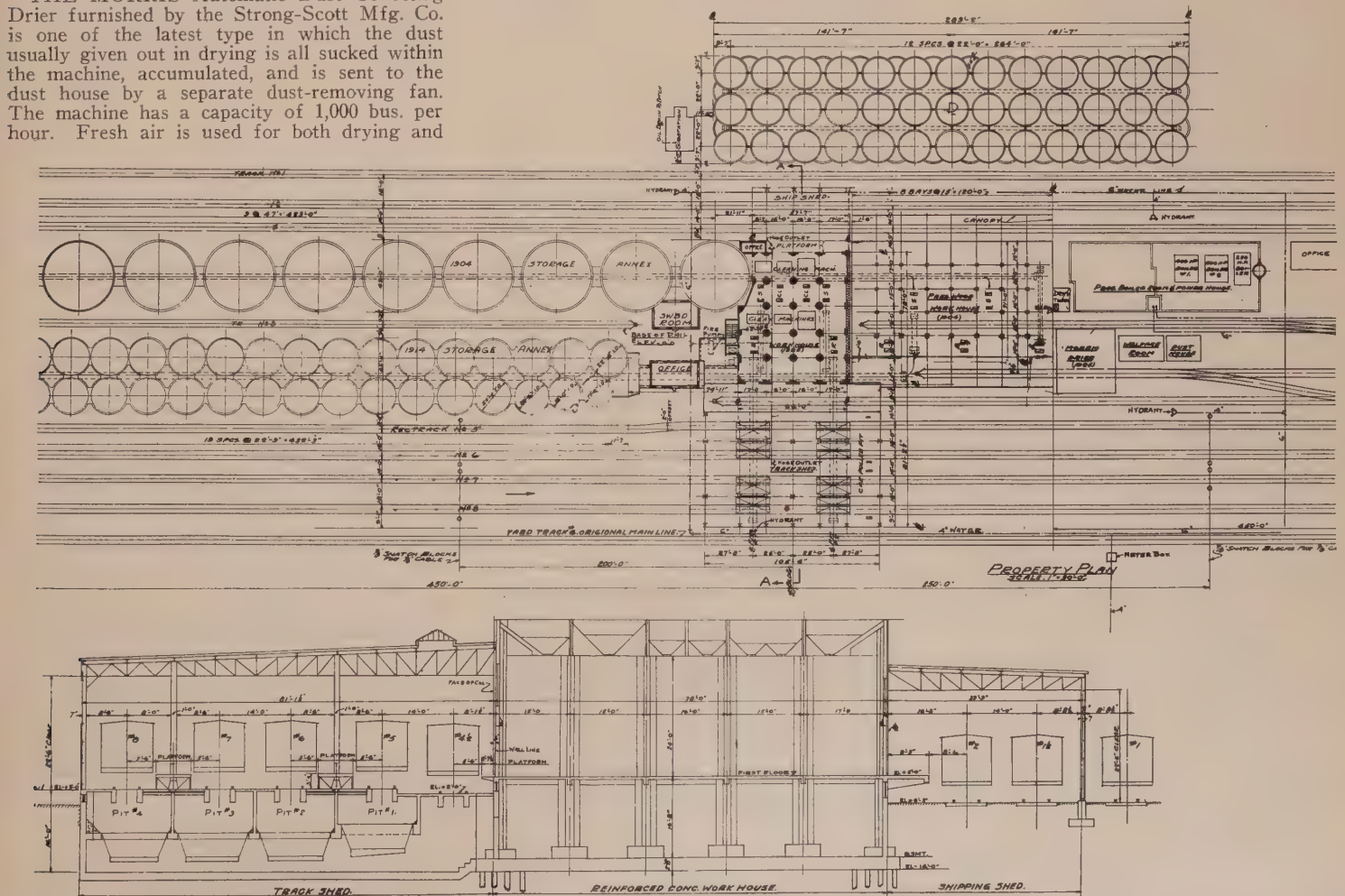
Yet its basis of payment was only \$1.45 per bushel on No. 1 Northern. Where is the 3 cents saved, the elevator profits and the interest?

The average of the open market prices was 6 cents per bushel higher than the Pool basis, or \$1.51.

On over two-thirds of all the market days in the year, the open market price was between \$1.51 and \$1.70, so that it should have been easy for the Pool with its orderly marketing to work out an average of at least \$1.51 and then add to that the shippers' and exporters' profits, the profits on elevators and the interest.

Yet it fell short even of the \$1.51 by 6 cents per bushel and has nothing to show for its savings and profits.—*Grain Trade News*, Winnipeg.

The Federal Trade Commission's appeal from the decision of the Supreme Court of the District of Columbia whereby a temporary injunction was issued against the Commission in the suit brought by the Millers' National Federation, has at last been filed. The Circuit Court of Appeals of the District is asked to grant a direct appeal on the ground that, since the lower court undertook to determine the law in the case, trial of the facts in that court, looking to a permanent injunction, would be but a waste of time.



Property Plan; and Cross Section of Track Shed and Shipping Shed of 4,000,000-bu. Plant of Kansas-Missouri Elevator, Kansas City, Mo. [See facing page and front cover page.]

Ohio Dealers Urge Clover Seed Tariff Reduction

The forty-seventh fall meeting of the Ohio Grain Dealers Ass'n was staged at the new Southern Hotel in Columbus on Nov. 9. A representative gathering attended.

The forenoon was devoted to the renewing of old acquaintances and the making of new and to group discussions of trade problems such as the condition of the new corn and its fitness for market, excepting unsorted ear corn, the scarcity of clover seed, margins of profit, terminal inspections and grades and plugged cars.

Shippers, track buyers, terminal dealers, seedsmen and insurance representatives had gathered from far and wide, many arriving the previous afternoon and evening, all unselfishly interested enough in the "survival of the fittest" to forego a day's profits and all broad-minded enough to voice long-husked personal opinions for the solution of trade problems.

TOLEDO sent a three-piece orchestra to Columbus as a special drawing feature for the occasion, which unquestionably livened up the somewhat depressed delegates.

THE ORCHESTRA played previous to the serving of luncheon. Fred Mayer of Toledo led the singing of "America," "I Want A Girl Just Like the Girl That Married Dear Old Dad," "Pack Up Your Troubles in Your Old Kit Bag," and "There's A Long, Long Trail A'Winding," accompanied by Bill Cummings on the "Baldwin," and Ben Hofner on his new \$750 Bacon banjo.

THE EX-PRESIDENTS' solo, "Smiles," was sung on the installment plan by Capt. Mayer, Col. Groce, Barney Beverstock, Col. Rice, Sec'y Custenborder, and E. C. Eikenberry. ("Major" Sayles can't sing and because of the above long established custom the ass'n members are already talking "3d term.")

The thanks of the delegation were extended "Jo" Hofner for his musical contributions and to Lamson Bros. & Co. for sending "Jo" down to liven up the party.

PRESIDENT SAYLES of Columbus called the after-luncheon session to order to permit Sec'y Custenborder of Sidney to read a Chicago wire from the respected "Uncle Joe" McCord, who guided this organization's activities for close to half a century. It read:

"I am sorry I cannot be with you in the flesh, but my spirit and my love goes out to all of you. I wish you a pleasant and successful meeting, full of brotherly love and helpfulness, sharing each others' joys and sorrows. May your burdens grow lighter and you grow brighter as you travel life's pathway toward the setting sun."

Appreciation of Uncle Joe's thoughtful sentiments was unanimously expressed. This is perhaps the first regular meeting of this body that kindly "Uncle Joe" has missed.

On motion of Col. Groce of Circleville, the assembly wired back its heartfelt wishes for a long and happy life.

The European Corn Borer.

E. C. EIKENBERRY of Camden needed no introduction to either his attentive audience or to the problem of the European Corn Borer relative to the position of the grain dealer in eliminating this pest through placing the farmer in such a receptive mode that eradication methods will "take." He said:

The grain dealer is sort of a "profit" or advisor in his community for he tells the farmers what they may expect. The grain dealer can advantageously warn the farmer of the ravages of the corn borer as well as of measures to combat its onslaughts—providing the grain dealer will study eradication methods from a sane scientific standpoint. Present quarantine methods are not accomplishing the results hoped for and as long as political measures are em-

ployed we cannot expect to be relinquished from its bonds of devastation. The farmer must be shown this, and in addition, must be educated step by step to help himself in eliminating this problem, for really and truly the farmer's interests are our interests. Land values will slump wherever the corn borer is found and the shipping business will naturally take the course of land values in this instance. Therefore it will be highly profitable for all to learn proper methods of handling the corn borer menace from the able scientist whose address follows:

SAM L. RICE of Metamora, who is continually harassed with the vicious corn borer menace, cited field after field in the northern part of the state that is to some extent infested. Considering the rapidity with which the corn borer multiplies, and in view of the devastated corn fields of Ontario that would have produced a bumper crop were it not for the corn borer but have been laid waste by its infestations, the outlook for Ohio's 1927 or 1928 corn crop is anything but pleasant to think about. (The indeterminable weather factor controls the peak devastation.) Few were spared the cold shudder of this discouraging outlook.

E. H. PARKS, Entomologist of Ohio State University, Columbus, cited the grain dealers' disinterest in the corn borer problem three and four years ago as being typical of the attitude of the populous, the entomologist excepted, in contrast to the demands being made today by Rotary Clubs, noon-day luncheon gatherings, etc., now requesting enlightening speakers on the subject. The attributable cause of such present interest is the old axiom, "the consumer pays the bill ultimately." In this instance, it is conceded the farmer must bear the brunt of the burden for the first few years and the public thereafter.

MR. EUROPEAN CORN BORER is complete master of the situation so far, declared Mr. Parks, and we're far from getting it from its pinnacle and placing ourselves in as master. We say "we," but we truly mean the farmer, for in the long run the farmer will be the one who finally ousts the borer.

The smart weed borer of Northwestern Ohio and Indiana is being confused with the corn borer, Mr. Parks confessed; "as a matter of fact you'll not become familiar with the corn borer species until you've seen as many million of them as the Ontario farmer has, for even scientists (other than those specializing on experiments with the corn borer) are not familiar enough therewith to guarantee a specimen."

The life cycle of the corn borer was outlined in detail and illustrated with pictures. It seems the adult moth lays between 300 and 1,000 eggs in clusters on the underside of the corn leaf during a six weeks' period beginning the middle of June, the number depending on the weather—a night temperature of 68 degrees, fair humidity, no driving rains, being the most favorable atmospheric surroundings for a large yield. The eggs hatch rapidly and the worms infest the corn stalks and come out the following year as moths.

The experiences of European powers with combating the ravages of the corn borer were reiterated at length, the borer first entering the pages of history in 1893. In 1913 the corn borer was such a menace in Hungary that the government issued an edict that every corn grower must burn or bury all corn stalks on farms after June 1. The relative unimportance of the corn crop abroad contrasted with this sweeping drastic measure will give American unbelievers a smattering of how serious this problem really is. In this instance the war rendered this edict somewhat ineffective, but the law is now rigidly enforced, having gone into effect again this fall.

How the corn borer infected the soil of the western hemisphere for the first time in a load of broom corn imported about 1909-10 was the brief outline preceding the showing of a map of the present infested areas of both sides of Lake Erie. Unfortunately no one thought the corn borer a sufficient danger to worry about at that early period, otherwise it might more easily have been eradicated.

The rapidity with which the corn borer spreads depends upon the velocity of the prevailing winds, the direction thereof also being a determining factor in forecasting future movements of the borer, which is now forging westward.

The climatic zone of Essex County, Ontario, the "sun-parlor" of that province, is most favorable for the existence of the corn borer, and here the infestations are the worst. The climate of Northwestern Ohio and Northeastern Indiana is identical, which forecasts an unhealthy corn crop outlook for this section.

Lucas County, Ohio, corn borer specimens

were passed among the tensely interested membership which, coupled with the conservative prophesy that while Ohio has not as yet felt the pinch and is consequently proportionately disinterested, yet in time to come the growing of corn will be but history. Illustrating this point, Mr. Parks said Essex County, Ontario, used to plant 100,000 acres to corn annually, while now 40,000 acres is all that was put in this year.

The strictest kind of law enforcement is putting the measures being taken in this Ontario county mildly. No stubble is even permitted to stand, further, the top 8 inches of the stalk must be cut when the ears are pulled.

More fine shredding, more silos (as the borer does not survive the fermentation period of the silo), more burning of stalks and plowing under of stubble (the corn borer works upwards in the stalk), more cutting at the surface of the ground, the adoption of newly designed machinery which cuts, plows and shreds all in one operation and thus closes the doors to the available winter-habitations of the insect, were strongly recommended by Mr. Parks as methods the farmer could employ (through the agency of enlightenment—the grain dealer) to build up fortifications against the breeding of this menace. The corn breeder, a hardy strain of corn capable of maturing early enough to permit late planting so as to avoid the infestation period, was recommended. To the entomologists, the liberation of the European Corn Borer parasite offers another solution of combating this menace.

A large appropriation will unquestionably be allotted to Ohio for "eradication" of the borer, Mr. Parks predicted. "Let's spend it to best advantage in meeting the problem!"

QUESTIONS on details of eradication methods and local problems in relation to the borer proved most as interesting. Some of them were:

E. T. Custenborder, Sidney: Does the corn borer infest other crops?

Ans.: It will usually infest the weeds growing between the rows of corn.

E. T. Custenborder: Why not discontinue the growing of corn one year?

Ans.: That would be impractical only from the standpoint that the farmer would have to be reimbursed for its loss of income from the otherwise supposedly lucrative corn crop. Further, if eradication methods suggested are not followed, the borer will spread through the agency of some 50 other plant mediums.

Col. Groce: Does shredding actually eliminate the borer?

Ans.: Yes, if finely shredded the borer is crushed.

G. C. Cline, Ashville: Is June 10th safe as a planting date?

Ans.: Not with the present varieties.

Ludwig Orstle, Ashville: Is sweet corn less susceptible than field corn?

Ans.: The diameter of the stalk of sweet corn varieties enters into that question, being smaller than that of field corn it is more quickly affected.

B. C. Eikenberry: Is it true that broom corn and sugar cane are immune from borer infestations?

Ans.: It is. However, the growing of sugar cane in this climate is impractical.

A. B. Beverstock, Lexington, told of experiences in crossing the "quarantine" line many times a day and of how ridiculous the measure was presumed to be, until a quarantine guard on being questioned casually stepped over to the corn field adjoining the road and produced specimens with little searching.

MR. BEVERSTOCK told of shipping a car of ear-corn purchased in Paulding County, O., into West Virginia, and of a federal agent tracing the car, of bursting into the office and pointedly accusing him of a flagrant crime. After being duly exonerated for the shipment of this re-consigned car of infested ear-corn, Mr. Beverstock sought information of the federal government's activities along this line and the "news" was imparted with the usual "red tape." From this conversation Mr. Beverstock learned that the federal authorities have a larger appropriation than they can possibly use and that they could obtain ten times as much merely for the asking.

Further "eradication" methods for eliminating the borer menace were revealed by Mr. Beverstock, among them feeding the corn stalks and stubble was recommended. He further posted his audience with the information that there is no danger in shipping shelled corn, but that no corn shipments are supposedly permitted from the borer infested areas. "Use your farmer contacts to eliminate the borer!" he pleaded.

Clover Seed Shortage.

The worry relative to the shortage of clover seed was summed up in the following resolution which was presented by Sec'y Custenborder. It received unanimous support:

WHEREAS: Fully eighty per cent of our farmers have been unable to produce and har-

[Continued on page 571.]

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Ripon, Cal.—The warehouse of the Tornell-Larson Grain & Produce Co. was damaged by fire recently.

Gardena, Cal.—Walter Simpson, organizer and head of the Compton-Gardena Mfg. Co., died at his home here. He is survived by his widow and two sons.

CANADA

Bashaw, Alta.—The Bashaw Flour Mill has added an extra story and made improvements.

Radway Centre, Alta.—The flour mill operated by Emil Dubas was destroyed by fire on Oct. 26. Loss, \$20,000, about half covered by insurance.

Vancouver, B. C.—The Alberta Wheat Pool has leased the government terminal elvtr. No. 1 from the Board of Harbor Commissioners. This elvtr. has a capacity of 1,500,000 bus.

Calgary, Alta.—Contract for the electric equipment in the new Spillers Mill has been let. The construction of the mill has reached the seventh story, and it will have a capacity of 20,000 bbls. per day.

Winnipeg, Man.—The Alberta wheat pool has entered action in the supreme court against Hartvig Holmberg, Hardisty, for the recovery of \$1,000 as damages for the alleged breach of contract entered into in Aug., 1923. The defendant agreed to consign to the plaintiff company, for sale, all of the wheat acquired or produced by him in that province during the years 1923-27 inclusive, which he has failed to do.

Vancouver, B. C.—The practice of interchanging grain documents in order to permit ships to load their full consignments of grain at one elvtr. for different parcels may come to an end shortly. Last year the Harbor Board opened an office and operated it particularly for the interchange of documents, the cost being borne by the Harbor Board and the terminal grain companies. This year it was suggested by the Harbor Board that the cost of the office be equally divided between the Harbor Board, private elvtrs., grain companies and shipping companies. The shipping section of the Board of Trade opposed the proposition, feeling that they had already handed over large sums of money to the Harbor Board for operation of harbor facilities. It is stated the expense of clearing documents to facilitate the dispatch of ships is one which should be borne by the Harbor Board. The commissioners state that if shipping interests will not assist in supporting the office, it will have to be abolished, as the office was opened especially to assist ships in order to prevent the additional cost and delay of shifting from berth to berth.

COLORADO

Denver, Colo.—The T. D. Phelps Grain Co. is dissolving and will discontinue business in this state.

Denver, Colo.—It is announced that the properties of the Colorado Mfg. & Elvtr. Co. will not be sold as per recent negotiations.

Steamboat Springs, Colo.—The office of the Farmers Co-op. Elvtr. Co. was robbed, but only a small amount of money was obtained by the thieves.

Sterling, Colo.—The Logan County Mfg. Co. is building an addition to its elvtr. which will be used as a storage warehouse for mill products as well as for beans.

Ft. Collins, Colo.—The Moody-Warren Commercial Co. has added another steel grain storage tower to the two formerly used at the company's elvtr., and is now building a fourth. The original two towers have been increased in height.

Boulder, Colo.—Warren Armington, owner of the Boulder Valley Mill, Elvtr. & Cereal Co., has filed suit for \$10,000 damages against the First National Bank of Boulder and Chas. H. Cheney, pres. of the bank. Mr. Armington claims that while absent from his plant the defendants broke into it with force and unlawfully took possession of his safe, private papers, goods and chattels. It is said the seizure of the property resulted from a dispute over mortgage.

IDAHO

Salmon, Ida.—The Salmon flour mill was destroyed by fire. About 3,500 bus. of wheat and a small amount of flour were burned.

Grace, Ida.—I have been transferred to this station from Sugar City, Ida., succeeding L. Hacking. Lorenzo Jensen is my successor at Sugar City.—A. C. Alexander, The Inter-Ocean Elvtrs.

ILLINOIS

Rock Falls, Ill.—Davison & Kadel have built an addition to their office.

Galva, Ill.—G. G. Lamb is building an addition to the office of his elvtr.

Morris, Ill.—The Morris Grain Co. has changed its name to the Morris Grain & Seed Co.

Decatur, Ill.—The Burks Grain & Elvtr. Co. will succeed the firm of C. A. Burks & Co.

Litchfield, Ill.—E. O. Lohman is the new mgr. of the Farmers Grain Co., taking charge on Nov. 1.

Decatur, Ill.—Victor Dewein of the Decatur Mfg. Co. is recovering from an appendicitis operation.

Congerville, Ill.—I am installing a Kewanee Lift and remodeling our Fairbanks Scales.—Leslie Reel.

Carrollton, Ill.—The property of the Advance Mill & Elvtr. Co., including two elvtrs., was sold on Oct. 23.

Lake City, Ill.—I have purchased the Farmers Elvtr. Co.'s elvtr. and am now doing business.—F. W. DeHart.

Apple Siding (Herscher p. o.), Ill.—The Farmers Elvtr. Co. has voted against dissolution, and the former directors were re-elected.

Marissa, Ill.—The Egyptian Mfg. Co. incorporated; capital stock, \$10,000; incorporators, Frank Tirre, L. E. Nagel and D. L. Lee.

Knoxville, Ill.—F. A. Gottrick is mgr. of the elvtr. which Gottrick Bros. recently bought from F. A. Taylor.—F. A. Gottrick, mgr.

Kaser (Carrollton p. o.), Ill.—Ray Ryan took over the management of the Kaser Co-op. Co.'s elvtr. on Oct. 1, succeeding Henry McLane who died recently.

Dunfermline (Canton p. o.), Ill.—The old frame elvtr. belonging to the Godwin estate burned on Oct. 20. Only a small amount of grain was in the building.

Minooka, Ill.—Arthur Dirst is the new mgr. of our company, succeeding his father, Chas. F. Dirst, who died from the effects of an operation.—Minooka Grain, Lbr. & Supply Co.

Polo, Ill.—James Hackett, former owner of Rosenstiel & Co., has again taken an active interest in the firm. Mr. McNaughton, mgr. of the company for the past six years, is moving to Florida.

Peoria, Ill.—The Chicago office of the M. A. Long Co. has been awarded contract by the Commercial Solvents Corp. for the design and erection of a 50,000-bu. storage annex to its present elvtr.

Belleville, Ill.—Joseph F. Imbs, owner of the Joseph F. Imbs Mfg. Co., died Oct. 22 at his home in St. Louis at the age of 85. Death was caused by a stroke of apoplexy. He is survived by his widow, six sons and two daughters.

Tower Hill, Ill.—Sibbitt Bros. are making alterations to their elvtr., installing an electric motor to grind feed and painting the elvtr.

Lincoln, Ill.—Power is being changed from steam to electric in the elvtr. of Spellman Grain & Lumber Co. Five General Electric Motors are being used, one each for the legs, a cleaner, a sheller, a grinder and a loader.—J. W. Spellman, Spellman Grain & Lumber Co.

Watseka, Ill.—The annual statement of the Watseka Farmers Grain Co. Co-op., as audited, shows a very good business for the year, listing assets as \$100,908. Homer W. Bell, mgr. of the company, shipped and handled 336,673 bus. of grain during the past year, and other merchandise amounting to \$134,071.

McLean, Ill.—A new iron clad mill building is being constructed by Stubblefield & Rogers. It will have 10 bins with a capacity of 2,000 bus. and room for 5 carloads of sacked products. A spout from the elvtr. will lead directly into bins of the new house. The plant is being equipped with 5 Fairbanks-Morse and G. E. motors. Machinery includes a 26-in. Baur Attrition Mill, an Eureka Mixer, and a scalper.—Ben Stubblefield.

CHICAGO NOTES.

The J. Rosenbaum Grain Co.'s elvtr. "B" was closed for a week prior to Nov. 8 for repairs to the engine.

H. P. W. Keir is the present superintendent of the Wabash Elvtr.—D. N. Christie, treas., Rialto Elvtr. Co.

The rate of interest for advances on Bs/L for the month of November has been set at 5½% per annum.

H. J. Good of the Puritan Mills, Inc., whose plant recently burned, died on Oct. 30 from acute indigestion.

Martin Schultz, formerly of the Columbia Malt Co., is now back with the Armour Grain Co. as superintendent of the Santa Fe Elvtr., replacing James Sullivan who retired on account of ill health.

INDIANA

DeMotte, Ind.—Al Konovsky is installing a grain drying machine in his elvtr.

Hanna, Ind.—Mail addressed to W. S. Price has been returned marked "Deceased."

Indianapolis, Ind.—Walter G. Witt has been admitted to membership in the Board of Trade.

Evansville, Ind.—The new concrete elvtr. of Igleheart Bros. is nearing completion.—W. B. C.

Marion, Ind.—Certificate of final dissolution has been filed by the Farmers Grain & Feed Co.

Huntington, Ind.—The elvtr. of the Huntington Equity Exchange, which burned on Oct. 18, will be rebuilt at once.

Rensselaer, Ind.—The W. C. Babcock Grain Co.'s elvtr. was damaged by fire which started in the dust room of the plant.

Amo, Ind.—My elvtr. was not damaged by fire, but I will make some repairs to the house.—Etna Lefforge, Amo Mfg. Co.

Helmer, Ind.—Gengnagel & Son have bought the elvtr. formerly operated by Chas. Bower.—Stiefel & Levy, Fort Wayne, Ind.

Indianapolis, Ind.—Harry Volz, Louisville, Ky., and W. J. Behrman of Indianapolis, are new members of the Board of Trade.

Indianapolis, Ind.—C. S. Custer, who has been associated with the Currus Grain Co. of Cincinnati, O., is now with the Lackey Grain Co. here.

Winamac, Ind.—The Co-operative Elvtr. Co. is building an office of concrete block construction, to be 20x28 ft. The elvtr. is being repainted.

Dayton, Ind.—The Dayton Grain Co. incorporated; capital stock, \$10,000; incorporators, Richard A. Burris, Wm. D. Springer and Mabel K. Springer.

Tangier, Ind.—Fire destroyed the grain office and warehouse of Straud B. Swaim with about 4,000 bus. of corn and oats. The loss was partly covered by insurance.

Perrysville, Ind.—L. L. Moore is the new mgr. of the Perrysville Grain Co., succeeding Chas. Hughes who has been transferred to Gessie to manage the Gessie Grain Co.

Montmorenci, Ind.—We are building a concrete storage for coal, an extra stand of elvtrs. for loading-out purposes only, and installing a drier.—W. R. Owens, mgr., Montmorenci Elvtr. Co.

Indianapolis, Ind.—H. A. Rhoades, federal supervisor, has resigned. Until a successor is elected, the office here will be under the supervision of C. A. Russell, with Wm. Knight as assistant.

Winchester, Ind.—The three-story brick mill and elvtr. of C. V. Grant was burned on Oct. 29 with a loss of \$35,000. A considerable amount of grain and flour was destroyed by the fire. A new plant will be erected soon.

Inglefield, Ind.—H. Frank Race, Joseph H. Bauer and the Stacer Elvtr. Co. filed suit asking for a restraining order against Newland Akin, mgr. of the elvtr. here. It is alleged Akin assaulted Bauer, threatened to assault Race, and also threatened to damage the Stacey Elvtr. Co.'s property.—W. B. C.

Collett (Portland p. o.), Ind.—Goodrich Bros. of Winchester have bought the Collett Elvtr. from the Farmers State Bank of Portland. The elvtr. was originally owned by Jesse L. Peters of Portland, who sold it to the Collett Equity Exchange. This company sold it to the Wilkin-son-Ayres Co., who turned it over to the bank.

Prescott, Ind.—A complaint for damages amounting to \$10,000 has been filed by Henry Wagner against the Nading Grain Co., Inc. The suit followed an accident which occurred in August at the elvtr. of the Nading Grain Co. when two boys, one of them a son of Mr. Wagner, were smothered beneath hundreds of bushels of wheat. The plaintiff alleges that his son, Herman, aged nine, had been hired by the company without his consent, to sweep down the sides of the wheat bin, and that he had been permitted to go upstairs in the elvtr. to a dangerous place with other boys. It is asserted one of the boys jumped into the wheat bin and was being drawn into the grain when the son of Mr. Wagner leaped after him in an effort to save him. The plaintiff alleges that the accident was due to the negligence of the company.

IOWA

Somers, Ia.—The Somers Elvtr. Co. is erecting a coal house.

Davenport, Ia.—The Phoenix Mfg. Co. has dissolved and the property has been disposed of.

Ashton, Ia.—We have installed a new electric motor for elevating grain.—Farmers Elvtr. Co.

Sioux City, Ia.—H. J. Hutton has been elected pres. of the Terminal Grain Corp. to succeed the late T. A. Black.

Remsen, Ia.—The Farmers Elvtr. Co. plans on installing a Diesel Engine to be used in connection with its feed grinder.

Rockwell City, Ia.—Geo. Debe, former mgr. of the Farmers Grain Co., is now located in Texas.—J. N. Loeltz, mgr., Farmers Grain Co.

Dows, Ia.—The new warehouse being constructed by the Farmers Elvtr. Co. is completed and was opened with a housewarming on Oct. 30.

Mallard, Ia.—Will Weller, mgr. of the Farmers Elvtr. Co., had one of his legs broken while closing a box car, the door of which jumped its track and fell on him.

Tara (Ft. Dodge p. o.), Ia.—E. W. Cook, formerly of Hobarton, has leased the elvtr. here which has been overhauled and waterproofed. The house has a capacity of 40,000 bus.

Clutier, Ia.—John Peters has succeeded Melvin Mundt as mgr. of the Independent Elvtr. Co. Mr. Mundt recently purchased and is operating the Farmers Elvtr. Co.'s elvtr.

Waukon, Ia.—Thieves broke into the Nagel Elvtr., forced open the cash register and took the small change found therein. The typewriter and a number of small articles lying about the office were taken.

Graettinger, Ia.—V. L. O'Connor, ass't at the Farmers Elvtr. Co., narrowly escaped a fall of 40 ft. to the foot of the manlift shaft, when the cable of the lift broke just as he stepped off near the top of the house.

Des Moines, Ia.—An interest in the Red Crown Mfg. Co. has been purchased by W. H. Yohe, formerly pres. of the Updike Mfg. Co. of Omaha, Neb. Mr. Yohe will be v. p. and gen. mgr. of the company, and O. F. Oleson will remain as pres.

Spencer, Ia.—B. L. Nutting, for several years in charge of the J. C. Shaffer Grain Co.'s office here, has entered business on his own account. He will buy grain from elvtrs. and sell to feeders. The office of the J. C. Shaffer Grain Co. has been closed.

Cascade, Ia.—Geo. A. Wassenar of Sheldon has leased the Cascade Elvtr. and will install new machinery.

Long Grove, Ia.—E. H. Anschutz, grain, coal and feed dealer, has established a new side-line with real success. He is supplying and repairing radios and radio equipment. This new line of work must be intensely interesting and no doubt fairly profitable.

Royal, Ia.—The elvtr. formerly operated by the farmers is now operated by Dow, Hale & Lerigo, with headquarters at Davenport. Hugh Hale is mgr. here. The company is installing a mill and a 60-hp. diesel gas engine.—E. H. Hunt, mgr., Dewolf Grain Co.

Burlington, Ia.—The Western Grain Dealers Ass'n held a district meeting at Burlington on Nov. 9. Dinner was served at 6:30 and the meeting followed. Another district meeting was held at Muscatine on Nov. 10 at 7:30.—Dave Milligan, sec'y, Western Grain Dealers Ass'n.

Galbraith, Ia.—We have installed a 10-ton dump scale and a Strong-Scott Automatic Dump in our elvtr. at this station, also a Fairbanks-Morse Commercial Truck and Wagon Scale at our elvtr. in Anita. We have remodeled our coal scale at LuVerne.—Henry Kunz, sec'y, Kunz Grain Co., Wesley, Ia.

Glenville, Ia.—Ed Howe suffered a painful accident when he climbed up on some sacks of grain at the elvtr. to investigate a motor that was not working right. One of the sacks slipped and he lost his balance and was thrown backwards to the ground, striking a bar to the scale. Two or three ribs were broken in the fall.

Decorah, Ia.—Clint Bolger, employed at the Bernatz Bros. Mills, stepped into the sheller which is set down in the floor, and his foot was badly cut. The bone in the leg above the ankle was split and the side of his foot was badly gashed. It will be necessary for Mr. Bolger to remain in the hospital for several weeks.

Emmetsburg, Ia.—The district organization of the Iowa farmers' elvtr. managers held a meeting here on Oct. 19 with about 40 in attendance, representing eight or ten counties. A great many matters affecting the interests of grain companies were discussed, special attention being given to co-operative buying in order to secure helpful discounts.

Belmond, Ia.—The Farmers Grain Co. is now fully organized and is operating the properties which were formerly owned by the Farmers Elvtr. Co. Capital stock, \$35,000. The east building of the company has been refitted as a feed and cereal grinding establishment, and new machinery has been installed. A. C. Hinman is pres. of the new company and G. F. Elder is sec'y.

KANSAS

Fellsburg, Kan.—John Menzie of Copeland has purchased the Farmers Equity Exchange elvtr.

Hutchinson, Kan.—R. W. Payne has applied for membership in the Board of Trade on transfer from A. H. Hewes.

Dodge City, Kan.—We have discontinued our office at this station.—A. J. McMahan, Faith Grain Co., Salina, Kan.

Savonburg, Kan.—The Farmers Union Elvtr. Co. is making minor repairs to its elvtrs. and installing a truck dump.

Hutchinson, Kan.—The International Mfg. Co. has again opened a temporary office here with Frank Noonan in charge.

Hutchinson, Kan.—O. M. Bethencourt of Mexico City will take charge of the export dept. of the Consolidated Flour Mills Co.

Osborne, Kan.—L. P. Davis has resigned his position as mgr. of the C. E. Robinson Elvtr. Co.'s elvtr., and Ira Z. Crawford is temporarily in charge.

Zook (Larned p. o.), Kan.—The Consolidated Flour Mills Co. sustained a small fire loss on Oct. 29, caused by a hot box on shaft thru a wheat bin.

Dundee, Kan.—The plant of the Farmers Elvtr. Co. caught fire, but thru the prompt action of the fire department, was saved from destruction.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. is installing new motors in its mill in order to use the power furnished by the United Power & Light Co. The mill's private plant will be dismantled.

Baldwin, Kan.—The Farmers Elvtr. Co. is building an additional room to house a grinder.

Arma, Kan.—Our new store room is completed and ready for use. It is of modern fireproof concrete with 12-in. walls, size 100x60 ft.—Arma Elvtr. Co.

Belpre, Kan.—Carl McKibben is the new mgr. of the Farmers Grain Co., succeeding Frank Ward who resigned to become mgr. of the Red Star Mfg. Co.'s elvtr.

Valley Center, Kan.—Mrs. J. A. Beattie has managed the Farmers Union Elvtr. here since the death of her husband a year ago. Mrs. Beattie worked with her husband for nine years before his death.

Hamilton, Kan.—The elvtr. of John Beal was destroyed by fire with a small amount of grain and about a carload of feed. The loss is partially covered by insurance. It is not likely that the elvtr. will be rebuilt.

Liberal, Kan.—W. H. Vickers has disposed of his interests in the firm of Vickers & Salley to J. H. Salley and his father, W. E. Salley. The firm name will be changed and plans will be made for the expansion of the business.

Emmett, Kan.—Thos. M. White, who recently lost his elvtr. by fire, has let contract for the erection of a new studded, iron-clad elvtr. of 8,000 bus. capacity. Work has been started on the foundation and it is expected that the house will be finished by Dec. 10.

Mercier, Kan.—W. C. Husted, mgr. of the Farmers Grain & Supply Co., suffered a bruised foot when he was caught in the machinery of the elvtr. and held captive for about half an hour. When his foot was caught he grabbed the elvtr. belt and held it so it slipped on the pulley, so was not badly injured.

Wilson, Kan.—The A. J. Elvtr. of the Quaker Oats Co. has installed new driveway doors. The Weber Flour Mills of Salina are not operating their elvtr. here this season. The Farmers Elvtr. Co. has given its elvtr., coal sheds, and warehouse a coat of tar and asphalt.—O. Ivar Norden, mgr., Farmers Elvtr. Co.

Hutchinson, Kan.—The Hutchinson Board of Trade passed the following rules at a special meeting called Oct. 29. No. 1 Addition of Art. 18, Sec. 4: "Buying or selling on brokerage, for a non-member or non-resident member, of sample track grain is prohibited." No. 2. Addition to Art. 18, Sec. 9: "Interest must not be charged on any shipment after car is diverted from Hutchinson when the transaction has been made between two or more members of this association." No. 3. Art. 19, Sec. 14: "The buying of in-bound grain on track at Hutchinson from resident or non-resident non-member is a violation of the commission rules of this association and no grain shall be applied on contracts for grain purchased to arrive that is on the track here at the time of making purchase."

WICHITA LETTER.

The Board of Trade contemplates an additional story to its building.

Mr. I. B. Carr, who has been in charge of our cash grain department, has resigned to become associated with the Kansas Flour Mills Co. at Hutchinson.—Davis-Noland-Merrill Grain Co.

John I. Brogdon, formerly employed by the Simonds-Shields-Lonsdale Grain Co. and a member of the Board of Trade, died recently. His death was indirectly due to the effects of being gassed during the war.

The Larabee Flour Mills Co. of Kansas City will open an office here for the purchase of wheat and for the sale of the surplus millfeeds of the Wellington and Hutchinson mills. B. J. Geisel, for many years with the Kansas City office of the company, will be in charge.

KENTUCKY

Corydon, Ky.—The Kentucky Storage Warehouse Co. has been converted to electric mills, making mixed feed, and dealing in grain, and is operating as the Electric Mills.

Bardstown, Ky.—B. P. Grigsby, aged 40 years, senior partner in the firm of Grigsby & Co., died on Oct. 26. Mr. Grigsby had been in poor health for more than two years but his death was unexpected. He is survived by his widow and six children.

Carlisle, Ky.—The Carlisle Mill & Supply Co. which was recently organized, has opened the mill formerly owned by the Carlisle Mfg. Co., and which has been closed for over a year. The building has been repaired and repainted, and new machinery has been installed.

Lexington, Ky.—The plant of the Woolcott Flour Mills was destroyed by fire on Oct. 12, together with 25,000 bus. of grain. Loss, \$8,000, covered by insurance.

LOUISIANA

Shreveport, La.—The Kalmbach-Burkett Co. is erecting a 3-story reinforced brick and concrete warehouse.

MARYLAND

Baltimore, Md.—Thos. H. Seal, agt. of the grain elvtrs. of the Baltimore & Ohio Railroad Co., is suffering from a recurrence of the trouble which kept him confined to his bed a few months ago, and has been taken to the hospital.

MICHIGAN

Middleton, Mich.—The Rockafellow Grain Co. suffered a small fire loss on Nov. 1.

Detroit, Mich.—The Frank T. Caughey Co. has succeeded the Caughey-Jossman Co.

Stanton, Mich.—The Stanton Elvtr. Co. has bought a drier to handle wet grain and beans.

Manistee, Mich.—The Manistee Flouring Mill Co.'s property will be sold at sheriff's sale on Dec. 18.

Norvell, Mich.—The Gratz Mlg. & Grain Co. is installing feed milling machinery in its plant to manufacture feeds.

Vriesland, Mich.—The Vriesland Co-op. Elvtr. Co. has moved into its new building, and the old house was offered for sale.

Bay City, Mich.—The 200-bbl. mill of the Chatfield Mlg. & Grain Co. was burned recently and may not be rebuilt. The company, however, will continue in the feed business in another building which it owns.

MINNESOTA

Marietta, Minn.—The Marietta Grain Co. has filed a petition in bankruptcy.

Blue Earth, Minn.—The Pfeiffer Elvtr. Co. has repainted and re-roofed its elvtr.

Sauk Center, Minn.—Mail addressed to J. L. Kearns Grain Co. has been returned marked "Unclaimed."

Minneapolis, Minn.—Harry Cowan of Buffalo succeeds Ray Elmer in the office of Spencer Kellogg & Sons Co. here.

Rustad, Minn.—Mail addressed to the Farmers Elvtr. & Trading Co. has been returned marked "Out of Business."

Pelican Rapids, Minn.—The elvtr. of C. J. Swanson was totally destroyed by fire. Loss partially covered by insurance.

Jasper, Minn.—Fire started in the cupola of the elvtr. of E. A. Brown but quick action in removing the smoldering dust saved the building from destruction.

Lakefield, Minn.—T. C. Tortson, for the past 7 years asst mgr. of the Farmers Elvtr. Co., is now mgr. of the Farmers Elvtr. Co. at Lansing, succeeding Geo. Barber.

Minneapolis, Minn.—Chas. S. Pillsbury, v. p. of the Pillsbury Flour Mills Co., is seriously ill at the Mayo Bros. Hospital, Rochester, where he recently underwent an operation, pneumonia developing later.

Norwood, Minn.—Henry Bergmann has resigned as mgr. of the Farmers Co-op. Elvtr. Co., and will be succeeded by Henry Heimkes who has been employed at the Berry Bros. mill for the past 17 years.

Sedan, Minn.—The Farmers Elvtr. Co. has been reorganized and is now operating as the Sedan Grain Co. Nels R. Tacklind, formerly mgr. of the Equity Co-op. Exchange at Medberry, succeeds E. H. Pfeningner, who resigned as mgr.

MISSOURI

Caruthersville, Mo.—The N. W. Helm Feed Co. has succeeded the Caruthersville Hay & Grain Co.—Ward Coppage Mer. Co.

Craig, Mo.—The Craig Grain Co., operated by Windle Bros., has been sold to a group of farmers of which Lester I. Mitchell is pres.

Clinton, Mo.—The Clinton Grain & Elvtr. Co., which was recently incorporated, has taken over the Bailey Grain & Mlg. Co.'s plant.—F. G. Booher, mgr.

Auxvasse, Mo.—Homer Owen has purchased the elvtr. of W. M. Overfelt and C. W. Dudley. It will be used in connection with the produce and feed business of McGuire & Owen.

St. Peters, Mo.—We expect to replace our 20- and 15-h.p. Fairbanks-Morse Gasoline Engines with electric motors at an early date. We intend to keep the engines for auxiliary power.—E. Marheineke, mgr., Farmers Co-operative Elvtr. Ass'n.

St. Joseph, Mo.—Charles Amos Clark, aged 54 years, mgr. of the Burlington Public Elvtr. Co., died on Oct. 18 from a complication of intestinal troubles. Mr. Clark was with the Gregg Bros. Grain Co. previous to his association with the Burlington Public Elvtr. Co. thirteen years ago. His widow and two sons survive. Kenneth, one of the sons, has been appointed to succeed his father.

KANSAS CITY LETTER.

C. D. Sturtevant of Omaha, Neb., has applied for membership in the Board of Trade.

R. Harp succeeded Wm. P. Turner as supt. of the Alton Elvtr., operated by the Kaw Grain & Elvtr. Co.

The office of James E. Bennett & Co. is to be moved from its location on Baltimore Ave. to the ground floor of the Board of Trade Bldg.

The Northern Grain Co. has been granted a permit to do business in Texas. W. D. Creager of Texas City will be agt. in that state.

ST. LOUIS LETTER.

Anheuser-Busch, Inc., has added a plant for the manufacture of yeast to its grain conversion industries.

The memberships of Horace Milliken and Daniel E. Young in the Merchants Exchange have been posted for sale and cancellation.

The Merchants Exchange has subscribed to the service of radio station KMOX for broadcasting market reports, taking effect Dec. 1.

The following have been admitted to membership in the Merchants Exchange: E. E. Laurent, Clarksville, Tenn., Edward F. Fay, A. H. Bales and Chas. Sout of Memphis.

The Veninga-Newell Grain Co. has filed two suits, for \$14,207.29, based on grain transactions made for Edwin C. Schwarz, individually, and for the Schwartz Bros. Feed Co. In the suit against Mr. Schwartz, it is alleged that he employed the plaintiff as his agt. to buy and sell grain, consisting of wheat, oats and corn, on the Chicago market, the transactions taking place in December, 1924, and in January, February and March, 1925. It is alleged that during that period the plaintiff purchased for the defendant out of his own money, a total of \$704,968.75 worth of grain which later was sold for \$691,837.50, leaving a balance of \$13,131.25 due the plaintiff, of which the defendant paid \$3,000. The balance of \$10,131.25, a brokerage fee of \$1,262.25, and a government tax of \$69.30, brought the suit to a total of \$11,400.05. The second suit is based on purchases made during March, 1925, which amounted to \$357,543.75, and sales amounting to \$349,722.50, with a balance due the plaintiff of \$2,171.75 and a brokerage fee of \$537.50 and government tax of \$34.90, making a total of \$2,744.24.

MONTANA

Hedgesville, Mont.—Elmer Fox has been selected to be the new mgr. of the Farmers Grain Co.'s two elvtrs., one at this station and the other at Nihill. Mr. Fox succeeds W. H. Pierce who resigned to move to California.

Elvtrs. operating in this state show a slight decrease this year as compared with last year. There are 553 elvtrs. now operating in the state against 579 a year ago. Grain buyers who do not store grain are the same as last year, 10. An increase of 3 is shown in track buyers, there now being 10, and there are 4 commission brokers operating this year as against 3 in 1925. Fergus County leads in the number of elvtrs. operating, with 50; Judith Basin is second with 41, Sheridan third, with 36; Cascade, 34; Hill, 29; Gallatin, 25; and Yellowstone, 22. The other counties depending on the percentage of agricultural lands have from 3 to 20 elvtrs. in operation, says W. T. Giese, chief of the grain division of the state department of agriculture.

NEBRASKA

Plainview, Neb.—The Atlas Elvtr. Co.'s elvtr. was dismantled.—Walrich & Sherwood.

Saronville, Neb.—The Saronville Grain Co. will make repairs to its plant in the spring.

Douglas, Neb.—The Farmers Elvtr. Co. had a coat of asphalt put on the roof of its elvtr.

Filley, Neb.—A. E. Johnson, mgr. of the Nye-Schneider Grain Co.'s elvtr., has resigned on account of ill health.

Chappell, Neb.—The Farmers Elvtr. Co. has installed two truck dumps, two worm gear drives and one distributor.

Schuyler, Neb.—Robert Studnicka succeeds D. Dunkel, who resigned, as mgr. of the Nye & Jenks elvtr. and lumber yard.

Liberty, Neb.—The Farmers Elvtr., which has been closed for some time, has been taken over by the Liberty State Bank.

Holstein, Neb.—Our 10,000-bu. elvtr. at this station and our elvtr. of the same capacity at Minden are closed on account of short crops.—Nebraska-Iowa Grain Co., Omaha, Neb.

North Platte, Neb.—H. E. Day, for many years mgr. of the Cambridge Mlg. Co., Cambridge, has leased the 50-bbl. mill and elvtr. formerly operated by the Nebraska Mill & Elvtr. Co.

Omaha, Neb.—At a meeting of the members of the Grain Exchange, five candidates were nominated for directors to be voted on at the annual election Nov. 10. Three out of the five nominees will be elected to succeed E. P. Peck, W. J. Hynes and Frank J. Taylor on the board of directors. The five nominees are: W. P. Peck, W. J. Hynes, W. T. Burns, James Swanick and E. A. Luckey.

Pleasant Dale, Neb.—John Bailey, mgr. of the Farmers Elvtr. Co., was injured when a strong wind blew over the pole near the elvtr. which supported a transformer and carried 2,300-volt wires. One of the wires was broken and Mr. Bailey, in trying to keep others from coming in contact with it, felt that it should be tied up. He proceeded to tie it up and an electric shock caused him to fall, breaking the contact between him and the wire. He received burns on both hands and was badly shaken up.

Chappell, Neb.—A judgment of \$2,410 in favor of the Nebraska Wheat Growers Ass'n against the Farmers Elvtr. Co. was entered. The Nebraska Wheat Growers Ass'n brought suit against the Farmers Elvtr. Co., alleging the company had converted to its own use wheat supplied to it by members of the ass'n and substituted wheat of an inferior quality and grade when making delivery. Between 40,000 and 50,000 bus. of wheat were involved. The Farmers Elvtr. Co. was acting as agt. for the ass'n in handling the wheat.

Milligan, Neb.—An appeal has been filed by Fred Hospodsky and 17 other farmers of Fillmore and Saline counties from a district court decision that denied them reimbursement from the guaranty fund for the value of grain they had stored in the elvtr. operated by Emil J. Kotas and his brother, known as the Milligan Grain Co. The claim is based on the fact that the Kotas sold the grain without their authority or knowledge and deposited the proceeds in the bank, which is also operated by Emil J. Kotas and his brother. Their contention is that when he did this he was, in law, making a deposit for their benefit, and that, therefore, they are entitled to reimbursement from the guaranty fund. In the lower court they were awarded judgment only against the Milligan Grain Co. and Emil J. Kotas, which the attorneys says is uncollectible.

BUCKETS



Our line of Grain Elevator Buckets is complete.

We carry a complete line of Grain Elevator Machinery.

American Machinery & Supply Co.
Omaha, Nebr.

Hoove Scales

Kwanee Dumps

NEW ENGLAND

Brockton, Mass.—This Is Holmes' Corp. has been purchased by C. W. and Otto Lawson who will operate it in addition to the Lawson Coal & Grain Co. at Campbello.

Needham, Mass.—Mail addressed to Mgr., J. Cushing Co., has been returned marked "Unclaimed." It was recently reported that this company took over the business of H. A. Crossman Co. here.

Clinton, Mass.—Frank F. Wallace was painfully injured when he fell from a pile of grain at the Wallace Grain Co.'s elvtr. to the floor, landing on his side. He was confined to his bed for several days.

NEW MEXICO

Springer, N. M.—We will not build a new elvtr. here but we are installing new machinery for handling beans.—Geo. Fredriksen, mgr., Farmers Exchange.

NEW YORK

Buffalo, N. Y.—W. E. Townsend, treas. of the Corn Exchange and pres. of the Townsend-Ward Grain Co., died on Oct. 30.

Buffalo, N. Y.—The International Mfg. Co. has let contract for the concrete foundation of its new plant on the Buffalo river. The contract for the building proper has not yet been let.

Buffalo, N. Y.—W. H. Noyes, long connected with the grain trade in Chicago but who has made his home in California for some time, has become associated with the Pierce Grain Corp. here as solicitor.

Penn Yan, N. Y.—Clarence T. Birkett, aged 60 years, one of the founders of the Birkett Mills, took his own life in New York City on Oct. 27 by jumping from the Riverside Drive viaduct to the pavement below, a distance of over 100 ft.

NORTH DAKOTA

Carpio, N. D.—Paul Paulson has purchased the Carpio Grain Co.'s elvtr.

Van Hook, N. D.—The Aetna Grain Co. has employed Mr. Thompson as buyer.

Sheldon, N. D.—Jens H. Johnson and T. L. Wipeer have erected a large seed corn drier.

Carbury, N. D.—The Carbury Farmers' Elvtr. Co.'s elvtr. was destroyed by fire on Oct. 31.

Silver Leaf, N. D.—I am now mgr. of the Silver Leaf Farmers Elvtr. Co.—C. C. Dickinson.

Glenburn, N. D.—Mail addressed to Landrigan Bros. has been returned marked "Moved; Left No Address."

Grand Forks, N. D.—The Farmers Co-op. Co. of Agate is a new member of the Farmers Grain Dealers Ass'n.

Balfour, N. D.—Mail addressed to E. M. Sorenson (prop., Independent Elvtr. Co.) has been returned marked "Removed."

Jamestown, N. D.—Earl Noble died as a result of injuries received when he was caught in the shaft of the grain elvtr. here.

Baldwin, N. D.—The Monarch Elvtr. was closed this year on account of poor crop.—J. C. Poole, mgr., Martin Bourgeois Elvtr.

Shawnee, N. D.—Martin Moen, mgr. of the Farmers Elvtr. Co., was married to Miss May G. Madsen of Rochester, Minn., on Oct. 6.

Stevenson (Wahpeton p. o.), N. D.—I built a feed mill room addition to the elvtr. I recently purchased here, and have installed a cleaner.—Ira G. Moats.

Wahpeton, N. D.—Oliver Bolme has been appointed supt. of the elvtrs. of the National Elvtr. Co. He succeeds A. Pryor, who retired on account of ill health.

Albert City, N. D.—H. A. Spiller has resigned his position as mgr. of the Farmers Co-op. Grain Co. to become sec'y of the Iowa Grain Growers Ass'n at Fort Dodge.

Jamestown, N. D.—C. B. Nupen has taken personal charge of his elvtrs. located at Sidney, Jamestown and Durupt. He is installing an attrition feed mill at the Jamestown plant.

Medberry, N. D.—The elvtr. of the Equity Co-op. Exchange is closed for the remainder of the season. Nels R. Tacklind, mgr., is now located at Sedan, Minn., as mgr. of the Sedan Grain Co.

De Lamere, N. D.—The Great Western Elvtr., which burned more than two years ago, was never rebuilt. The International Elvtr. Co. repaired the old Hanson elvtr. and handled grain there for about a year and a half, but this elvtr. burned last April and has not been rebuilt.—The Equity Elvtr. & Trading Co.

Grand Forks, N. D.—A good note from "Pete" Lee, sec'y of the Farmers Grain Dealers Ass'n of North Dakota, states no excursion from the Minot convention is as yet contemplated to either Moose Jaw or Regina, however, with his customary willingness, he assures all conventioners that such an "outing" will be planned should sufficient requests be received. Enough! Enough! Write him today! Now!

Williston, N. D.—Miner S. Williams, aged 73 years, pres. of the Williston City Commission, died recently. In 1914 Mr. Williams established the Whole Wheat Mfg. Co. and erected a modern flour mill here and has served as pres. and mgr. since. He also opened the Independent Elvtr. near his mill and in 1915 organized the Havre Mill Co. at Havre, Mont., of which he was v. p. He is survived by his widow, a daughter and a son.

OHIO

Findlay, O.—Mail addressed to the City Roller Mills is returned marked "Out of Business."

Middlepoint, O.—The building which housed the H. G. Pollock Grain Co.'s offices, was destroyed by fire.

Toledo, O.—The National Mfg. Co. will double its elvtr. capacity, bringing the total capacity to 2,225,000 bus.

Miller City, O.—Clarence G. Alt, mgr. of the C. A. Hiegl Elvtr., is recovering from an operation performed recently.

Bowling Green, O.—The Royce Coon Grain & Seed Co. has moved its office from the new bank building to the lot adjoining its elvtr.

New Vienna, O.—We are installing new 10-ton Fairbanks Truck Scales with self-registering dial beam.—New Vienna Grain & Produce Co.

Bellefontaine, O.—F. M. Ritter & Sons, hay and grain dealers, have purchased the wholesale fruit commission business of Hilliker & Wren.

Cincinnati, O.—The Currus Grain Co. has dissolved and one of the partners, C. S. Custer, has become associated with the Lackey Grain Co. at Indianapolis.

Bowling Green, O.—The new 30,000-bu. elvtr. of the Hub Farmers Grain Co. has been completed. This house replaces the one which burned some months ago.

OKLAHOMA

Foyil, Okla.—The Foyil Elvtr. Co.'s elvtr. was destroyed by fire on Oct. 27.

Keyes, Okla.—The 16,000 bu. elvtr. erected for the Security Elvtr. Co. is now completed.

Okmulgee, Okla.—A. R. Winfrey has purchased the plant of the A. F. Booné Mfg. Co. and will enlarge same.

Ardmore, Okla.—Work has begun on the rebuilding of the elvtr. of the Ardmore Mfg. Co. which burned some weeks ago. The new house will be of concrete, and have a capacity of 150,000 bus.

Enid, Okla.—Wm. Purmort, aged 66 years, died at a hospital at Wichita. He was prominently identified with the grain business here, his last connection being with the Grubb-Purmort Feed & Grain Co.

Inola, Okla.—The elvtr. taken over by C. D. Holloway, Wm. Grover and Newton Powers was formerly known as the Farmers Elvtr. The name has been changed to the Inola Farm Elvtr. Co.—Newton G. Powers, mgr., Inola Farm Elvtr. Co.

Haskell, Okla.—The Haskell Hay & Feed Co. has succeeded the Farmers Mill & Elvtr. Co. The Armstrong-Vann Elvtr. Co. is out of business and it is understood that the buildings will soon be wrecked.—Cleat Peterson, v. p., First National Bank.

Capron, Okla.—I am operating the Alva Roller Mills Elvtr., which I recently purchased, under the name of the C. E. Heaton Elvtr.—C. E. Heaton. (C. N. Swinehart, former mgr. of the elvtr., is now mgr. of the Southwestern Elvtr. & Merc. Co. at this station.)

Enid, Okla.—W. B. Johnston, grain dealer here, will construct a tile and concrete warehouse.

Ponca City, Okla.—The 300-bbl. mill which will be erected by the Ponca City Mfg. Co. will be five stories high and built of reinforced concrete. It will adjoin the present concrete elvtr. of the company which was built several years ago. Contract has been let for the machinery to be placed in the mill.

Oklahoma City, Okla.—Oklahoma, the second largest wheat producing State in the Union, this year has been isolated, in that all our export rates to Old Mexico have been cancelled, while export rates from Kansas, from Missouri River Points, from Colorado, Missouri, Nebraska, and Texas to the Rio Grande Crossings for export to Old Mexico remain in full force and effect. We feel that this matter can be adjusted, that Oklahoma can be placed on the same footing as other Southwestern States through the action and influence of our State Commission. We suggest that if dealers are interested in this—that they write the State Corporation Commission urging them to take prompt action as outlined in the resolution of the Ass'n adopted at Enid Sept. 25.—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma.

OREGON

Portland, Ore.—The G. L. Campbell Co. has been dissolved.

Portland, Ore.—Patrick Wiles, from the London office of Strauss & Co., has been transferred to this office.

Portland, Ore.—Louis Dreyfus & Co. of Paris, France, have opened a branch office here with Walter L. Wilson in charge.

Portland, Ore.—A general brokerage office has been opened here by Faye Malone, formerly associated with John H. Noyes.

Metolius, Ore.—The 200-bbl. mill owned by H. M. Seethoff burned Oct. 29 with a loss of \$75,000. The mill was formerly owned by the Portland Flouring Mills Co. and later by the Sperry Flour Co.

PENNSYLVANIA

Lemoyne, Pa.—C. S. Willis has enlarged his building.—X.

Philadelphia, Pa.—The following have applied for membership in the Commercial Exchange: Frank F. Kray, Otto-Jones Co., Inc., and J. A. Trinley of Linfield, Pa.

Indiana, Pa.—The Penn Roller Flour Mill, owned by Griffith Ellis, and which burned on Oct. 18, will not be rebuilt. Mr. Ellis has taken over the Latrobe Flour Mill at Latrobe and is engaged in the milling business there.

SOUTH DAKOTA

Oldham, S. D.—I plan on building an addition to my house, and will install a feed grinding and chick feed mill.—M. C. Johnson.

Watauga, S. D.—The Hoover Grain Co.'s elvtr. burned on Oct. 24. Fire was caused by an overheated office stove. It is also reported that the Farmers Equity Elvtr. Co.'s elvtr. burned with 60,000 bus. of grain. It will be rebuilt at once.

Yankton, S. D.—Robert Yaggi, one of the largest stockholders in the Yankton Farmers Union Co-op. Ass'n, and former sec'y, has secured entire possession of the property which has been in financial difficulties for the past few years.

Clark, S. D.—S. H. Elrod has sold his interest in the Elrod & Henry flour mill and elvtr. The new members of the firm who join Mr. Henry are Oscar Geise and Mrs. Henry, and the plant will be conducted under the name of Henry, Geise & Co.

SOUTHEAST

Huntsville, Ala.—The office of the Southern Grain & Feed Co. was robbed of about \$300 on Oct. 13.

Bessemer, Ala.—The plant of the J. C. Curry Co., wholesale grain dealers, was destroyed by fire on Oct. 15 with a loss of \$55,000. The flames started in the rear of the one-story building which was filled with flour, wheat, grain and feeds.

TENNESSEE

Franklin, Tenn.—The 200,000-bu. concrete elvtr. of the Lillie Mills Co., on which construction was started some time ago, is now completed.

TEXAS

McKinney, Tex.—The Harris Grain Co. has moved into its downtown office.

Cleburne, Tex.—The Kennard Grain Co.'s warehouse was burned with a loss of \$28,000.

Lockney, Tex.—We are out of the grain business altogether.—Dorsey Baker, Baker Mercantile Co.

Memphis, Tex.—Mack Wheat has established a grain and feed business here, operating as Wheat & Co.

Fort Worth, Tex.—The Tillery Grain & Commission Co. has reduced its capital stock from \$5,000 to \$1,000.

Texas City, Tex.—The Northern Grain Co. of Missouri is establishing a branch office here with a capital of \$5,000.

Lockney, Tex.—C. O. Burns of Tulia has purchased the Ayres Grain Co., Ray C. Ayres becoming connected with the Farmers Grain Co.

Plainview, Tex.—The new plant of the Harvest Queen Mill & Elvtr. Co., erected on the ruins of the one that burned a few months ago, is completed and is now in operation.

Dallas, Tex.—The Isbell-Kitching Grain Co. has dissolved and H. G. Isbell has moved to Fort Worth and is now operating as the Isbell Grain Co.—Isbell Grain Co., Fort Worth, Tex.

Amarillo, Tex.—The Great West Mill & Elvtr. Co. will start construction on new storage tanks on Dec. 1. The tanks will have a capacity of 1,200,000 bus. and will increase the storage capacity of the plant to 2,500,000 bus.

Houston, Tex.—The public grain elvtr. operated by the port commission has thus far about earned expenses, according to auditor's report. A loss was recorded for September, receipts amounting to \$5,817 and expenditures, \$8,493.

Colorado, Tex.—The Chamber of Commerce is co-operating with the farmers of Mitchell County to obtain an elvtr. here immediately to care for the big grain crop. This county produced between 1,250,000 and 1,500,000 bus. of grain of the sorghum variety, and 40,000 tons of hay and forage. This yield is 400% more than ever produced here before and there are inadequate storage facilities.

Washburn, Tex.—H. E. White Grain Co. has let contract for the erection of a 30,000-bu. elvtr. to replace the one which burned on Oct. 19. The new house will be built on the old foundation and will be 30x32 ft. There will be four main storage bins, four bins over driveway, and two over workroom. Equipment will include a 15-h.p. Fairbanks-Morse Engine, Kewanee Truck Dump, 8-bu. Richardson Automatic Scale and steel manlift. The plant will be iron-clad with corners grounded for lightning protection. The Star Engineering Co. will do the work.

WASHINGTON

Bellingham, Wash.—The Northern Washington Warehouse Co. incorporated; capital stock, \$10,000; incorporators, O. H. Seiple and Anna C. Seiple.

Auburn, Wash.—The Werterfield-Daggett Co., whose name has been changed to the Howell Grain & Mfg. Co., has reduced its capital stock from \$25,000 to \$10,000.

Seattle, Wash.—The Port of Seattle Commission has completed plans for the construction of a head house of concrete and steel on its present elvtr. bins located on Hanford Street.

Kelso, Wash.—The port district, including Longview and Kelso, and the northern two-thirds of the county, has voted for a \$416,000 bond issue for the construction of a grain elvtr. here.

Seattle, Wash.—Members of the Merchants Exchange gave a dinner at the Arctic Club on Nov. 3. The guests included a number of grain dealers and millers from Montana, Idaho, Oregon and eastern Washington.

Seattle, Wash.—The Merchants Exchange opened a sample market on Nov. 1. Before the opening of this market grain due for disposition at Seattle, Tacoma and other Northwest centers was held for diversion at Auburn, Black River Junction and Interbay. Official samples taken will be displayed on sample tables each morning.

Coulee City, Wash.—A decision favoring the farmers who had deposited their grain in the Farmers Corporation warehouses, a corporation now defunct, has been rendered. Over \$4,100 had been obtained from the sale of a certain amount of wheat left in the warehouses when the corporation declared bankruptcy. The farmers claimed the money was theirs as they had deposit tickets covering the wheat.

WISCONSIN

Poskin Lake, Wis.—The Poskin Elvtr. Co. is making improvements to its plant.

Sturgeon Bay, Wis.—Mail addressed to the Farmers Company is returned marked "Out of Business."

Alma, Wis.—Kuehn & Schafter are conducting business in the old Harry Elvtr. which has been repaired and remodeled.

Bruce, Wis.—The Bruce Farmers Exchange has installed a new double head attrition mill which has been put in operation.

Beaver Dam, Wis.—I. K. Mayr bought the elvtr. of L. A. Peachey. Mr. Peachey filed a petition in bankruptcy several months ago.

Plymouth, Wis.—The Farmers Equity Market & Supply Co. will erect a warehouse including an elvtr., as an addition to its present warehouse.

Stratford, Wis.—The Farmers Co-op. Produce Co., incorporated; capital stock, \$10,000; incorporators: Frank Pagel, H. R. Keller, Arthur Law, Carl Schroeder and Adolph Barnowski, Jr. The new company has taken over the flour and feed warehouse of H. Langer.

Antigo, Wis.—The Chicago & Northwestern Railway has filed an appeal in the municipal court for the removal of the elvtr. of the Antigo Grain Co. To all crossing the tracks from the west, view of trains approaching from the south is shut off by the elvtr. and two fatal accidents have occurred at this point. The elvtr., which is on leased railroad land, is owned by F. W. Ophoven, atty.

MILWAUKEE LETTER.

Elmer J. DeBuhr has been elected to membership in the Chamber of Commerce.

The Wisconsin Grain Elvtrs. Co. has been formed as a subsidiary of the Armour Grain Co. to operate Elvtr. "E" located here and an elvtr. at Savanna, Ill. Incorporators of the new company are: Albert R. Taylor, mgr., Edward D. Christie, buyer, and J. W. Rank, office mgr.; capital stock, \$100,000.

The reinforced concrete tanks being constructed for the Kurth Malting Co. and the Froedtert Grain & Malting Co. by the Stevens Engineering & Construction Co. are nearing completion. Those for the former are 24 ft. in diameter and are now up over 85 ft. Those being built for the latter are 30 ft. 6 in. in diameter and are up nearly 100 ft. Work is progressing rapidly.

Following a month of stormy discussion over the merits of the proposed municipal owned elvtr. on Jones Island, directors of the Chamber of Commerce passed two reports to the Harbor Commission without comment. The receivers favor the erection, while the operators are opposed to it. At least two grain companies have put in tentative bids to the Harbor Commission for a lease in case the elvtr. is built.

Ohio Dealers Urge Cloverseed Tariff Reduction.

[Continued from page 566.]

vest a sufficient amount of various clovers to supply their normal spring seeding requirements, on account of adverse weather conditions, and

Whereas: Since large quantities of the clover seeds must necessarily be imported to meet home seeding demands of the coming season, we feel that advocates of farm relief legislation should be interested in a proposition to petition President Coolidge to materially reduce tariff duties on all clover seeds. Therefore, be it

Resolved that we, the members of the Ohio Grain Dealers Ass'n, declare ourselves in favor of a material reduction of tariff duties on all varieties of the various clover seeds,

Or a temporary suspension of all tariff duties on all the clover seeds imported for a period of six months beginning December first.

CAPT. MAYER of Toledo seconded the tariff-reduction measure and enumerated reasons for his stand.

A. M. DAUGHERTY of Derby questioned the adaptability of imported seed.

FAMOUS "JOE" DOERING of Toledo and

Antwerp reiterated his most satisfactory experiences with the planting of French clover seed on his broad acres. "Better than native!" was his proclamation.

MR. BEVERSTOCK cited similar successful seedings of imported French clovers;

MR. EIKENBERRY told of profitable sowings of imported French clovers in his vicinity, also.

SECY CUSTENBORDER closed the discussion on this topic with a few additions from his experiences and switched the trend of thought with the question: How many are having trouble with grades, inspections and delays at the ——— market? After the howling subsided, which very much resembled a clinic full of "cases" at a dental college, Secy Custenborder recommended the keeping of an average sample of every car shipped, the sample to be gathered from handfuls of the loaded out grain taken at intervals and sacked and labelled with the car number and kept as reference and basis for appeal in the event the car was not graded correctly.

W. S. COOK of Columbus recommended taking five probes with the trier, just as the samplers do, suggesting that the sample would be more representative.

MR. DOERING: By sampling in the same way as do the inspectors the grade is more likely to be identical, despite the difficulty of getting the probe into an overloaded car. Cars are not so apt to be overloaded if the shipper has to probe a few of them.

SECY CUSTENBORDER: Buy carefully and sell the same way.

SAM RICE: (A hilariously humorous discourse) If you have poor grain be sure to load it in one corner of the car so the inspector will miss it and not grade your car as "plugged." If you have a greater proportion of "poor" stuff spread it over the car evenly and cover it carefully with choice grain, no one will know the difference. Always protest the grade on a "plugged" car, the delaying process helps to preserve the quality of the shipment. (Note: If you've taken in poor quality grain you'll profit more to keep it in a separate bin until a carload is available. Working it off with good quality grain means greater discounts from lowered grades on the better grain.)

J. RALPH THOMAS, Linwood: Clean your grain and fill your car with a blower for even loading.

SECY CUSTENBORDER: Yes and grade incoming wagonloads and let the farmer know just what he's delivering.

L. R. WATTS, London: You can do that with wheat, Mr. Custenborder, for the farmer will think he's getting out lucky if he only suffers 8 to 10 cents discount on smutty or damaged wheat, but with corn—the farmer's "pet" crop—he won't stand a fraction of a cent discount.

J. R. JOHNSON, Baltimore: Let the farmer take the discount or haul it to a competitor.

JOHN H. MOTZ, Brice: Sort the load and give the farmer his rotten corn back.

CHARLES E. DURR, Conover: Yes and then get it all back in the bottom of the next load.

SECY CUSTENBORDER: A sign reading "This is a charitable institution" should be nailed up across the door of most of the grain elevators of the state. Here the grain dealers of this great, broad state, the most important unit in the agricultural cycle, can't even make their salt. Fellow grain dealers, we must operate with a profit if we're going to survive! For years I've had a standing offer of the finest outfit of clothes from the ground up to the grain dealer who can show an operating profit for three years running. I had one man write me from Wyoming who read of my offer in the Grain Dealers Journal. He expected a new outfit, but upon questioning him it developed that his profit accrued solely from a bull market during the peak of the war-inflation period. Of course if we hit it lucky this way we are showing a profit, but this is not on operation.

"How many do a credit business?" queried Secy Custenborder. The humor was appreciated.

L. R. WATTS, London: We are not troubled, not handling feed or coal; further, we have cut out the long abused and previously endorsed practice of loaning money. There was a time when the grain dealers would point to a number of the prosperous farmers of the community with pride as "their customers." Today the hard roads have wrought a drastic change in the order of things for now no grain dealer has "his" customers. New faces come in daily, driving scores of miles to beat the freight rate or to reach a feeder district where their product goes at a premium.

"How many are taking in new corn?" asked Mr. Custenborder. But four responded.

MR. WATTS: We find the farmers are voluntarily sorting corn. Our recommendation to them is to cut huskers off and to wait for the corn to get in condition before continuing husking.

G. C. CLINE, Ashville: We find the farmers are paying the huskers by the bushel and despite orders the corn is not being sorted. Some farmers are docking the huskers on the dam-

[Continued on page 573.]

Seeds

San Antonio, Tex.—The Commerce Seed & Feed Co. recently opened for business here.

Chicago, Ill.—Offices of the W. W. Barnard Co. have been moved to a new location at 3942 S. Federal St.

St. Louis, Mo.—Fire and water damaged the stocks and properties of the C. A. Prunty Seed & Grain Co. recently.

Evansville, Ind.—A new warehouse for the J. A. McCarty Seed Co. will be completed about the first of the year.—W. B. C.

Wakeman, O.—A new boiler has recently been installed in one of the ear corn driers of C. S. Clark & Sons. The company now has 4 ear corn driers and one shelled corn drier.

Davenport, Ia.—Davenport Seed Co., Inc., has been incorporated for \$100,000 by A. R. Bruns, pres.; F. C. Harrison, sec'y; and A. L. Bruns, treas. It will succeed the Bruns Seed Co.

Alamosa, Colo.—The second annual (San Luis Valley) pure seed exhibit is being held here Nov. 10-11. Its object is to promote the use of better seed by demonstrating results to be obtained.

Memphis, Tenn.—John Mosby Seed Co. has become incorporated with a capital stock of \$25,000. Incorporators are R. W. Ussery, E. R. Mosby, C. D. Mosby, James T. McCarthy and John L. Mosby.—P. J. P.

Chicago, Ill.—C. S. Carlisle died quite unexpectedly at his home in Austin, a suburb, on Oct. 20. He was sec'y and a director of the Leonard Seed Co., where he was associated for the past two decades.

Montgomery, Ala.—Collier-Hurst Drug & Seed Co., Inc., just recently filed articles of incorporation to buy, sell and engage in a seed and feed business, etc.; capital stock, \$10,000. A. J. Collier is pres., D. W. Hurst the sec'y-treas.

Huntsville, Ala.—Advice has been given L. P. Cohen, chairman of the Southern Seedsmen's Ass'n traffic com'te, by the Southern Classification Com'te that Subject No. 208—Docket 27 (change of classification on cow peas) has been deferred until a later date.

San Benito, Tex.—Announcement is made by Roy E. Clark Seed Co. that it is about ready to occupy the new plant now under construction on a site of 50x150 ft., which will provide much better facilities for handling its rapidly growing business. The plant is costing \$15,000, not including equipment.

Pontiac, Ill.—The Myers Seed Corn Testing Laboratory is now being operated by the C. A. Purkey Seed Co. of Heyworth, C. A. Purkey having taken over the newly organized "lab" to operate it under the name of Livingston County Seed Corn Testing Laboratory. Delmar Darrell will have charge under Mr. Purkey.

Imports and Exports of Seeds.

Imports and exports of seeds for September, compared with September, 1925, and the 9 months ending with September, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.			
	September 1926	1925	9 mos. ending Sept. 1926	1925
Alfalfa, lbs....	3,000	32,791	3,070,943	1,125,514
Beans, lbs....	3,297,144	5,454,986	50,283,688	67,550,118
Peas, lbs....	419,075	1,164,938	8,932,584	15,931,231
Clover, lbs....	974,667	2,836,914	32,920,911	23,661,602
Gr. seed, lbs....	643,675	222,418	6,028,401	2,089,366
EXPORTS				
Alfalfa, lbs....	92,222	141,241	309,575	477,062
Beans, lbs....	39,482	23,840	407,745	300,206
Peas, lbs....	7,299	3,497	76,313	35,087
Clover, lbs....	352,553	51,418	894,734	748,332
Timothy, lbs....	949,755	496,274	7,756,037	9,909,656
Other gr. seed, lbs....	1,170,284	728,413	3,161,188	3,754,169

Louisville, Ky.—Lester C. Reynolds has resigned from the Louisville Seed Co., where for the past eight years he was associated as credit manager.

Springfield, Ill.—Albert C. Wilson, formerly chief seed analyst for Illinois, and Howard R. Morgan now control the Janssen Seed & Floral Co. The business is being conducted under the name of the Wilson-Morgan Seed & Floral Co.

Fergus Falls, Minn.—Since the tragic death of W. J. Courtney, the Courtney Seed & Feed Co. has changed hands. W. C. McCline, a farmer of this locality, has purchased the entire business, which he will continue to operate along the lines formerly pursued.

Kansas City, Mo.—The fall meeting of the Western Seedsmen Ass'n will be held here at the Hotel Baltimore on Sat., Nov. 20, according to recent announcement from Sec'y G. W. Cummings of Sioux City, Ia. Problems confronting the grass seed trade will be discussed.

Toronto, Canada.—All imported red clover and alfalfa seed is being stained red, green or orange, to designate the country of origin and to protect the farmers of the Dominion against the less-hardy crops. Higher prices for the home-grown seed will ultimately result, it is believed. This order became effective Oct. 25.

Princeton, Ind.—Insurance companies are fighting suits of the heirs of the late John G. Berger, seed dealer here. Berger carried life insurance amounting to over \$150,000. The insurance companies refused payment, contending Berger committed suicide, whereas the heirs claim he died of injuries received in an auto accident.—W. B. C.

Kentland, Ind.—A deal had been consummated between M. E. Burwash and Rev. Chester W. Wharton of Valparaiso whereby the latter becomes owner of the large Ainsworth-Boone Co.'s properties. With the former gen'l mgr.-sec'y-treas. of the Ainsworth-Boone Co., Clyde Hurt, the seed business will be continued and expanded. The transaction involved better than \$65,000, it is said.

St. Louis, Mo.—George S. Green recently suffered scalp wounds in an accident near Lebanon, Mo., when his motor skidded on some loose gravel into a ditch. His wife sustained several broken ribs and his daughter a broken collar bone. Another of the party suffered a fractured leg. Mr. Green is connected with D. I. Bushnell & Co. His speedy recovery is hoped for by the trade in general.

Minneapolis, Minn.—Flaxseed receipts at Minneapolis and Duluth the first two months of this crop are about 8,500,000 bus. as compared with 11,000,000 bus. in the same period a year ago. Quality is poor, very little containing less than 10% moisture, compared to a normal average of 6% to 8%. Choice dry seed is bringing a premium. Government reports from Argentina show an increase in acreage of 7%.—Archer-Daniels-Midland Co.

Greensburg, Ky.—William T. Lewis, 30, died Oct. 22 at Louisville as the result of a broken neck suffered Oct. 16 when his motor left the pavement on account of defective steering mechanism and fell 30 feet thru the air over an embankment. He was the active manager and a junior member of Woodson Lewis & Son, largest seed dealers in this section of the state. He is survived by his parents, his widow and his two children. Mr. Lewis, Sr., has unfortunately been ailing the past two years.

Muleshoe, Tex., Oct. 25.—We are very busy and will be for the next ninety days. We are handling a quarter of a million pounds of sudan seed per day, besides other grains and seed stuff. Will handle four million pounds of sudan seed this year, the largest crop since we began planting sudan seed. The kafir and maize crop is fine and will handle about four hundred cars of the two commodities. The excess rainfall has colored the kafir and maize, but hasn't hurt the quality. These grains have

just begun moving and in another ten days will be handling from three to five cars per day.—Ray C. Griffiths, mgr. Bailey County Elvtr. Co.

Testimony on the adaptability of South American alfalfa seed for general agricultural use in the United States will be accepted until Nov. 20. The rulings arising from evidence offered will determine whether or not such seed shall hereafter be stained 10 per cent red color as required by the Federal Seed Act.

Stained Imported Red Clover Seed.

William A. Taylor, chief of the Bureau of Plant Industry, scores some seedsmen for intentionally misconstruing to prospective customers the intentions of the U. S. Department of Agriculture in staining imported red clover seed.

Staining imported seed, green or violet, is not a mark of U. S. Government approval.

Program Grass Seed Dealers.

On Dec. 6 and 7 the Wholesale Grass Seed Dealers Ass'n will hold a meeting at the Hotel Sherman, Chicago, Ill., with a program more than usually ambitious.

Fine addresses, constructive reports and social features will add to the interest.

Among the speakers will be Edgar Brown, Major Frank Tagart, L. M. King, A. M. Fuller, and others.

Subjects chosen are: "The operation of Amended Import act," "What took place at Ithaca," "Red Clover," "Sane competition with More Profits," "Trade Welfare," "South American Alfalfa—Its value," "Seed Marketing," and "Inoculation."

The social feature known as "Pageant of Winter" will partake of the scenic, historic and comic, at 6 p. m., Monday, Dec. 6.

Controlling Rust with Airplanes.

That wheat rust may be controlled by airplanes is stated in a report issued by the Department of National Defense based on investigations conducted by the Royal Canadian Air Service in co-operation with the department of agriculture last summer. It says:

"Airplanes flying over the wheat fields of Southern Manitoba and Saskatchewan obtained evidence that rust spreads over the wheat belt thru spores carried by the wind. Dusting wheat fields with sulphur in affected areas successfully arrested the advance of rust in many districts.

"Prevention of rust, it is estimated, would increase the annual wheat yield of the Dakotas, Minnesota, Montana, and the prairie provinces of Western Canada by 25%."

Seed Movement in October.

Receipts and shipments of seeds at the various markets during October as compared with October, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
FLAXSEED				
Chicago, bus. . .	315,000	195,000	29,000	7,000
Duluth, bus. . .	3,295,982	2,713,013	1,104,362	1,994,052
Ft. Wm., bus. . .	367,644	504,968	733,475	460,437
Milwaukee, bus. . .	121,550	67,210	.....	.....
Minapls., bus. . .	2,905,440	2,744,780	500,650	621,090
New York, bus. . .	759,000	911,485	271,906	491,643
Superior, bus. . .	1,873,838	.....	.....	.....
KAFIR				
Hutchison, bus. . .	39,000	22,100	.....	.....
Kan. City, bus. . .	96,800	24,200	137,000	87,000
Los Angls, bus. . .	37,500	6,250	.....	.....
St. Louis, bus. . .	33,600	51,600	19,200	42,000
Wichita, bus. . .	1,200	.....	.....	11,200
MILO				
Los Angls, bus. . .	80,700	18,700	.....	.....
Wichita, bus. . .	.....	.....	1,200	.....
CLOVER				
Chicago, lbs. . .	3,596,000	946,000	1,198,000	116,000
Milwaukee, lbs. . .	374,205	316,762	453,550	129,446
New York, bgs. . .	124	.....	9,229	7,490
Toledo, bags . .	753	1,636	1,213	72
TIMOTHY				
Chicago, lbs. . .	3,368,000	5,009,000	3,680,000	3,011,000
Milwaukee, lbs. . .	240,000	636,700	277,635	10,200
Toledo, bags . .	1,770	5,797	111	175
SORGHUMS				
Cincinnati, bus. . .	5,600	1,400	.....	.....
Ft. Worth, bus. . .	64,400	92,400	138,600	28,000
N. Orlns, bus. . .	7,000	4,200	.....	.....
ALSKE				
Toledo, bags . .	295	325	305	14

Seed Oats Survey.

By BERT BALL,

Secretary National Crop Improvement Committee.

Oats is a wonderful crop if given proper attention. It has, however, been slighted for so many years that as a rule the average farmer loses money growing oats. The average yield is around 30 bus. but the better class of farmers habitually grow from 50 to 75 bus.—the difference between success and failure.

In spite of the fact that most of the horses have disappeared in the city and there are not so many on the farms as there were, the world has absorbed two of the world's greatest crops at prices ranging from 40 to 47c at the terminal markets and there is always a premium paid for quality and little quality to be had.

We had an unusually good crop of oats early in the season, but excessive rains and floods caught many farmers unawares and threshing was delayed until the shocks became covered with green sprouts.

This is the situation which does a great deal of damage to seed oats and while many farmers think they have oats in the bin suitable for seed they had best make germination tests in wet blotting paper and they will find that the percentage is very low.

The Crop Improvement Committee is just completing a survey of the corn belt states which shows that seed oats will be needed in almost every part of the territory.

It should be the endeavor of every grain dealer to confer with the county agent for his county and make a suggestion for a farm bureau meeting with a view of deciding upon a variety which is best adapted to soil and climate and endeavor to induce as many farmers as possible to grow this selected variety.

There is a Crop Improvement Ass'n in charge of seed breeding in each of these states who will, before the planting season, issue a seed list. If you have any seed which you think worthy of being included on this list, send a sample and history to the Association of Seed Breeding at your State Agricultural College.

The Crop Improvement Committee is addressing all of the county agents to this effect. We have prepared articles for newspapers and would be very glad to furnish these articles to be set or to send them in matrix to your newspaper if you will make the arrangement to see that they are published. There will be no charge for this item.

We are also contemplating to make the teachers of vocational agriculture an offer to school children to write an essay on "Why Grow Oats," explaining father's methods and making suggestions on how the crop could be improved.

We will also conduct a school campaign for the testing of all seed oats in blotters and would like to have the assistance of all those interested. It would mean millions of dollars for the oats trade to insure a germination test of all seed before it is planted.

More than 200,000 oats bulletins have been requested by those who responded to the survey and if you need any of these oats bulletins for your own neighborhood advise the Crop Improvement Committee, 105 S. LaSalle St., Chicago, Ill.

Costs of Raising an Acre of Wheat.

According to records kept in co-operation with the department of rural economics at the Ohio Experiment Station and the Ohio State University, wheat was grown for \$24.42 per acre this year from twenty farms in Putnam county.

Yields have varied from 15 to 25 bushels per acre in the county for the past five years. J. Dowler at the University points out. At a cost of \$24.42 for each acre and an average yield of 20 bushels to the acre, wheat will cost 1.22 a bushel until it is in the bin. This season, due largely to the exceptionally favorable weather for wheat, those 20 farms averaged 5 bushels an acre. This yield cut the cost per bushel to 70 cents.

Production of Cowpeas Double Last Year's Crop.

Nearly every important producing state reports more cowpeas than last year. The largest percentages of increase are in Georgia, western South Carolina, North Carolina, southern Illinois and northern Alabama. Greater production is due to big increases both in acreage and in yield per acre, according to the U. S. Department of Agriculture.

Weather during the growing season was good in most sections. Likewise during harvest weather was favorable except in the southern districts of Illinois, Indiana and Missouri. Harvesting began later than last year in most sections. Carryover is regarded smaller than usual because of the small 1925 crop and the good late spring demand. Prices offered to growers were much lower than last year.

Alabama—Production in Alabama is considerably larger than last year. The greatest increase was in the northern district where gains of 30% in acreage and 45% in yield per acre were reported. At harvest favorable weather prevailed and about 50% of the crop had been harvested by Oct. 20.

Georgia—Twenty-three shippers in Georgia indicated their shipments this year would amount to 85,000 bus., compared with 30,000 last year. The biggest increase is in northern Georgia, where acreage and yield per acre are each indicated to be about twice as large as last year. A marked increase in acreage and yield also occurred in southern Georgia. The average date on which harvesting began (Sept. 15) was earlier than last year.

Tennessee—The crop in Tennessee is expected to be at least one-third larger, due mainly to the increase in acreage. Harvesting was later than last year, but by Oct. 20 75% of the crop was harvested in the western part, 50% in the eastern and 35% in the central part.

South Carolina—Production at least three times the small crop of last year is expected for western South Carolina. Favorable growing and harvesting weather prevailed. Harvesting began Sept. 29, which is about the same time as last year.

North Carolina—A crop twice the size of that of 1925 is expected in North Carolina. Favorable weather accompanied harvest.

Mississippi—A greater production than last year is reported for Mississippi. Weather conditions have been favorable and about 75% of the crop was harvested up to Oct. 20.

Illinois—Production in southern Illinois is expected to greatly exceed that of last year. Weather conditions at harvest were favorable in some localities and unfavorable in others, but averaged better than last year.

Other States—In Delaware, Virginia and Indiana production is expected to exceed that of last year. Conditions for harvesting in Delaware were fairly good, but in Virginia only fair and in Indiana poor.

Ohio Dealers Urge Cloverseed Tariff Reduction.

[Continued from page 571.]

aged and on rotten corn. It is averaging around 23 per cent moisture.

MR. CUSTENBORDER: We keep sortings for the expense of sorting.

J. C. JOHNSTONE, Cleveland: The stocks of old corn on hand are large, but most of it is Nos. 4, 5, 6, and is damaged. The terminal dealers had looked to this new corn to work off some of the old damaged stuff, so quite naturally the new damaged corn is not going to be in demand, while the "clear of damage" corn will unquestionably demand a premium.

CAPT. MAYER turned the privilege of dispensing news of corn arrivals at Toledo to First Mate Cummings, who divulged that but a small percentage is making "No. 3." Most of it is going 4, 5 and 6; is damaged and unsorted.

D. J. SCHUH, Executive Secretary of the Cincinnati Grain & Hay Exchange: We received one car of new corn from Indiana last week and two cars from Illinois. One car came in from Ohio earlier this week. The damage is running high, from 3 to 8 per cent and better.

V. E. BUTLER, Supervising Director of the Grain Dealers National Mutual Fire Insurance Co., Indianapolis: Indiana conditions are about the same as those of Ohio. Corn is showing from 24 and 36 per cent moisture. Indianapolis dealers thought the new corn would be less damaged than the first few cars convinced them it really was.

"Has the wheat acreage been increased?" questioned the sec'y.

JOE DOERING: The wheat acreage of Michigan is normal and looks good. The two northern tiers of counties in Indiana have an average growth of 4 inches and it looks promising.

MR. WATTS: Wheat acreage is less than it was last year and it was short then because of

the warnings issued by the county agent about the Hessian Fly and planting dates. After the "danger-line" date passed, the rains prevented even an average acreage being put in.

JOHN B. VAN WAGENER, London: Only 75 per cent of the wheat acreage was planted this year.

COL. GROCE: Wheat acreage about the same as last year, but short last year.

H. E. RAPP, Sabina: Only about half a wheat crop sowed this year.

MR. DAUGHERTY, Derby: Have an average acreage.

MR. JOHNSON, Baltimore: About three-quarters of average acreage in.

FRED KILE, Kileville: Same as last year.

E. O. TEEGARDIN, Duval: Same wheat acreage as last year, but wheat acreage last year was short.

F. P. HASTINGS, Lima: About 90 per cent of normal acreage now in; had short crop and acreage last year.

MR. DURR, Conover: Large acreage, finest wheat grown.

The last report heard was that but 20 per cent of the normal wheat acreage was sowed this year. With this unpromising remark the session adjourned, sine die, the members removing to the lobby for pleasant chats and further discussions until train time.

The pleasure and benefit of renewing acquaintances was many fold and the helpful knowledge imparted on every hand guarantees that the "This is a Charitable Institution" sign suggested will be wholly out of order in the future.

Removal of Garlic a Trying Problem.

St. Louis, Mo., Oct. 29th.—All St. Louis elevators seem to be about full of grain. One of the most distressing worries of the elevator operators is the large percentage of garlic in new wheat. It would seem an easy matter to separate garlic from wheat because of the difference in weight, but most of the superintendents complain that they run the garlic and wheat through the separator three and four times without removing all of it. This, of course, makes its removal a very expensive operation. If the wheat is dried out and the garlic is shrunken it seems much easier to remove it, but just at present the garlic in the wheat is surely making most of the elevator superintendents dance the Charleston.—E. W. M.

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Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

Feedstuffs

New Lisbon, Wis.—The Geo. Hansen Feed Mill was recently burned to the ground.

Lewiston, Mo.—The feed mill recently constructed for Henry Bronson is now in operation.

Suffolk, Va.—The Suffolk Mfg. Co. is liquidating its feed and flour business, having discontinued operations.

Norvell, Mich.—The Gratz Mfg. & Grain Co. is installing feed manufacturing machinery in its plant for a full line.

Loyal, Wis.—Construction has been completed on the new 50x60 ft. feed warehouse of J. H. Etta & Sons built between their mill and office.

East Springfield, Pa.—J. Sullivan Whinery, feed miller of this point, was recently pinned beneath his motor which left the road, and badly injured.

El Monte, Cal.—H. M. Maddaford, president of the California Hay, Grain and Feed Dealers' Ass'n, has joined with C. C. Stafford in the feed business.

Blytheville, Ark.—James William Adams, 47, prominent feed merchant, died in Memphis on Oct. 30. He was president of the Blytheville Feed & Coal Co.—P. J. P.

The Wallace Mfg. Co., Huntingburg, Ind., filed Trademark Ser. No. 231,461, the name "White River," particularly descriptive of scratch, chicken and dairy feed.

Roy J. Dunham, Wellsboro, Pa., has applied for registration of the word "Tyoga" in connection with an Indian village scene, as trademark Ser. No. 236,676, for chicken feed.

Iliff, Neb.—The Denver Alfalfa Mfg. & Products Co.'s alfalfa mill and power plant was destroyed by a \$15,000 fire recently. A similar loss was recently sustained at La Junta, Colo.

Cotton bags for feedingstuffs are being used by the Rea-Patterson Mfg. Co. of Coffeyville, Kan., instead of the usual burlap sacks, to help consume the superabundant cotton crop. This step became effective Nov. 1. The cotton grower is certain to reciprocate.

Evansville, Ind.—The alfalfa crop in southern Indiana this year was the greatest on record, some farmers having from 4 to 5 cuttings. A larger acreage will be planted next year. Timothy hay in many towns is steadily advancing, the crop having been unusually short.—W. B. C.

Nashville, Tenn.—The first annual meeting of the Southern Mixed Feed Manufacturers Ass'n was scheduled for Nov. 9 and 10, at the Andrew Jackson hotel, Nashville, Tenn. A splendid program was arranged by E. P. MacNicol, sec'y, and his com'te. The Memphis delegation attended in special cars.

Kansas City, Mo.—A complete line of commercially mixed feeds is a new venture undertaken by the Kansas Flour Mills Corp. Dairy, cattle, hog, sheep, horse, mule, poultry and chick feeds will be merchandised. C. H. Cotton, mgr. of the mill-feed department for the

company, will have charge of this new department.

Manitowoc, Wis.—Death claimed Fred W. Rahr, pres. of the Cereal Products Co., on Nov. 4, at the age of 35, and ended 4 months of suffering. He is survived by his father, Maximilian Rahr, and two sisters, Mrs. Marie Haffenreffer of Boston, and Mrs. Walter Hamilton of Manitowoc. His death brings a sense of personal loss to many.

Rossford, O.—A chemical plant is to adjoin the feed milling plant of the Larowe Mfg. Co.'s properties here. Contract was let the first of this month for a \$350,000 structure. Additions will be added later as conditions warrant. The long list of chemicals to be made as a by-product have sugar beet molasses as their base. This is the first plant of its kind.

Until recently, the conception of a balanced ration was that it should contain digestible protein, carbohydrates and fat in the right relative amounts, and it was assumed that the consumption by the animal of a sufficient amount of such a ration would bring about proper nourishment. Recent investigations have shown that the proportion of digestible protein to energy-producing nutrients, of the ration, while of fundamental importance, is only one of the essentials to a balanced ration. It is most important that corn silage, alfalfa or one of the other leguminous hays form a part of the ration of any herbivorous animal, because these materials add necessary bulk to ration as well as nourishment.—Staley's Hints on Feeding Corn Gluten Feed.

Adulteration and Misbranding.

Tuscumbia (Ala.) Cotton Oil Co. shipped 600 sacks misbranded cottonseed meal into Tennessee, per charges in U. S. District Court on Mar. 19, 1926, when costs and \$1,000 bond was imposed, conditioned it be relabeled to show true nature and character.

I. S. Joseph Co., Minneapolis, Minn., shipped 500 sacks of adulterated and misbranded red dog into Illinois, per testimony in U. S. District Court Apr. 19, 1926, when costs and a \$2,000 bond were imposed; ground bran and screenings being mixed therewith.

Mann Bros. Co., Buffalo, N. Y., shipped quantities of adulterated and misbranded linseed oil meal into Maryland, Pennsylvania and New Jersey, per evidence presented in the U. S. District Court on Mar. 10, 1926, when \$25 and costs were imposed for deficiency in protein.

El Paso (Tex.) Refining Co. shipped 280 sacks misbranded and (alleged) adulterated cottonseed meal into New Mexico, according to federal authorities in imposing costs and a \$1,000 bond on June 1, 1926, conditioned in part that it be relabeled to show correct protein content.

Continental Cotton Oil Co., Colorado, Tex., shipped 125 sacks cottonseed meal into New Mexico which federal allegations held adulterated and misbranded in imposing costs and a \$1,000 bond on May 17, 1926, conditioned in part that it not be sold or otherwise disposed of until relabeled to show correct protein content.

Quannah (Tex.) Cotton Oil Co. consigned 588 sacks of cottonseed meal and cake to New Mexico alleged adulterated and misbranded in the U. S. District Court on May 17 and June 7, when costs and the execution of \$3,500 bonds were imposed, conditioned in part that they not be sold or otherwise disposed of until relabeled to show the true protein content.

Feed Control Officials Meet.

The 18th annual convention of the Ass'n of Feed Control Officials was held at Washington, D. C., Friday, Oct. 22. Most important in its considerations was the recommendations of the Executive Com'te.

A recommendation that a com'te be appointed on relation of grades to definitions and standards, with special reference to the manufacture of corn chop from low grades of corn will be effected by the new pres., B. B. Ross.

The report of the Com'te on Uniform Labels and Registration was adopted. The chairman of the Executive Com'te was given authority to appoint special investigating com'tes, conveniently located, whenever problems demanding immediate attention arise between meetings.

The Com'te on Wheat Feeds recommended striking out the word "or" in the sub-heading "Hard or Spring Wheat Products" on page 7 of the printed definitions, to make it read "Hard Spring Wheat Products"; also to strike out the words "soft or" in the subheading "Soft or Winter Wheat Products" on page 8, changing it to read "Winter Wheat Products." It also recommended

"That the definition for Wheat Mixed feed applying particularly to the hard wheat mixed feed be placed under the sub-heading 'Hard Spring Wheat Products' and the definition read as follows:

"Hard Wheat Mixed feed (Mill Run Wheat feed) consists of pure wheat bran and flour middlings combined in the proportions obtained in the usual process of commercial millings. This product shall not contain more than 9.5% crude fiber."

That the definition for Wheat Mixed feed under the sub-heading "Winter Wheat Products" shall read as follows:

"Wheat Mixed feed (Mill Run Wheat feed) consists of pure wheat bran and the gray or total shorts combined in the proportions obtained in the usual process of commercial millings. This product shall not contain more than 8.5% crude fiber."

The Com'te further recommended that its title be changed to Mill Feed Com'te, so it might investigate the feeds produced in other than wheat mills if necessary; also that the com'te be retained and instructed to study the whole subject of screenings during the coming year, and that individual members conduct investigations in their respective states. This study should include screenings from all other grains as well as wheat. On the com'te appointed are H. A. Halverson, Minn., chairman; J. C. Mohler, Kan.; J. D. Turner, Ky.; J. W. Sample, Tenn.; and L. M. Nixon, N. C.

In its report to the Executive Com'te, the joint com'te on Quality Standards for Special Purpose feeds was unable to agree on the desirability of national standards and simply recommended further study of the subject. On the new com'te appointed are J. D. Turner, chairman; G. S. Fraps, Tex.; J. C. Mohler, Kan.; W. B. Griem, Wis.; and Septimus Mawer, O.

The Com'te on Mineral Mixture Feeds reported: In order to promote uniformity of registration and labeling of feeds containing minerals, excepting the poultry scratch feeds

Feed Movement in October.

Receipts and shipments of feeding stuffs at the various markets during October as compared with October, 1925, in tons were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
*Baltimore	1,144	1,996		
Chicago	15,572	16,104	40,159	43,412
Cincinnati	2,010	2,400		
*Kansas City	9,560	2,660	15,320	30,740
†Los Angeles	2,160	3,610		
Los Angeles	11,790	12,720		
Milwaukee	2,560	4,702	8,610	11,044
†New York	550	180	75,800	337
Peoria	26,900	30,120	33,189	37,842
*Mill Feed, †Bran.				

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JOHN A. SHIELDS, Gen'l Mgr.
Lawrenceburg, Ind.

Exports of Feedstuffs.

Exports of feedstuffs during September, compared with September, 1926, and for 9 months ending with September, are reported in tons by the Bureau of Foreign and Domestic Commerce, as follows:

	September		Nine months ending Sept.	
	1926	1925	1926	1925
Hay	687	1,067	10,230	15,491
Cottonseed cake	10,943	9,219	145,098	161,439
Linseed cake	22,451	23,775	216,731	247,000
Other oil cake	145	96	5,859	8,004
Cottonseed meal	10,801	6,755	61,931	67,635
Linseed meal	1,677	237	5,294	4,825
Other oil-cake meal	42	1,404	767	9,736
Bran and middlings	572	237	2,917	3,136
Screenings	17	883	3,016	3,215
Other mill feed	571	828	6,625	13,315
Prepared feed	1,479	1,362	13,104	13,627

containing grit and shell, your com'te recommends:

(a) That mixed feed containing both feed and more than 5% of mineral ingredients requires, in addition to the usual declaration of the chemical feed analysis, a declaration of each ingredient contained therein and the minimum percentages of lime, phosphoric acid, iodine and the maximum percentage of salt, if same are added. If minerals predominate in the mixture, the usual declaration of the chemical feed analysis, with the exception of protein, may be omitted.

(b) That mineral feeds containing no organic ingredient do not require the usual chemical feed guarantee, but do require a declaration of each ingredient contained therein and the minimum percentage of lime, phosphoric acid, iodine, and the maximum percentage of salt, if same are present.

(c) That the mineral ingredients be stated in the common English terms, if any such terms exist.

(d) It being impossible to classify separately the drug ingredients and the mineral ingredients, be it resolved:

(1) That all mixtures containing mineral ingredients generally regarded as dietary factors essential for the normal nutrition of animals and which are sold or represented for the primary purpose of supplying these minerals as correctives to rations in which these same mineral factors may be deficient, be classified as mineral feeds.

(2) That all other preparations which are sold or represented primarily for the cure, mitigation or prevention of disease, be classified by this ass'n as drugs or medicines.

A com'te consisting of F. D. Fuller, Tex., chairman; and Geo. E. Grattan, Ottawa, Can., was appointed to study alfalfa products.

In his annual address Pres. F. D. Fuller said:

President's Address.

The Federal Food and Drugs Act of 1906 merely supplemented state and city food, feed and drug control laws and was enacted much later than some state and city activities were started. Furthermore, it came into existence thru necessity. It enables the arm of the federal government to reach out and punish offenders outside the state jurisdictions, who, previous to the enactment of this law, were permitted to perpetrate any kind of deception on citizens of another state. By means of this triple alliance — city, state and national — we have an effective system, the development of which should be the chief aim of all co-operating officials.

As a result of the organization of the Association of Feed Control Officials and the friendly relations established with manufacturers and consumers, the view of all parties to this important and nation-wide question has broadened, and at the present time there is a feeling of mutual co-operation and respect which can only be secured through personal contact and exchange of ideas among all parties interested.

The administration of any law should be two-fold in nature; educative and corrective, and the feed official should welcome every opportunity to exert his influence to improve the character of feeds and teach the scientific principles of animal nutrition.

Factory inspection is a subject which, I believe, has not received sufficient consideration by the feed control official in the past. As a rule, we know altogether too little in regard to the manufacture and sale of feed and, therefore, we have no true conception of the viewpoint of the manufacturer. Facts developed by careful, intelligent factory inspection and personal contact with the manufacturer correlates other regulatory measures in a manner which can be accomplished in no other way. I would urge the members of our ass'n to develop factory inspection to a high state of perfection; to make helpful suggestions and serve those engaged in the feed industry who require and need our help.

The address by W. E. Suits, pres. of the American Feed Mfrs.' Ass'n, is published elsewhere.

Howard E. Gensler, assistant chemist and micro-analyst, referee on stock food adulterations, A. O. A. C., 1925-1926, Harrisburg, Pa., delivered a paper on the subject "Viewing feeds with the Micro-Analyst," read in part:

Dr. Gensler's Address.

The day is here when the microscope is called upon to review and judge between

health and disease, safety and danger, efficiency and inefficiency, innocence and guilt, and quality and inferiority.

Alfalfa meal bears some resemblance to flax plant refuse and the micro-analyst is alert for possible substitution. Man has learned to make alfalfa a brighter green than the Lord ever intended and it is the micro-analyst's job to decide who has colored it. Occasionally, he has found samples of horse feeds in which alfalfa was claimed to be present where he did not have a chance to use his prowess in this connection.

In linseed meal, we see tissues which are those of ground screenings. It so happens that where chemical analysis shows any appreciable quantity of starch the microscope will verify this finding by disclosing the presence of screenings.

Oat feeds may vary in the amount of oat hulls present. Several years ago a sample supposed to be ground oats, when analyzed showed a high fiber content. It was possible by a method similar to that used for separating cottonseed hulls to accurately separate the oat hulls from the finely ground sample in a comparatively high state of purity. With the percentage of fiber and the percentage of hulls known, the conclusion that the oats contained added oat hulls was made. Prosecution was made and brought to a determination in favor of the plaintiff. It is possible to calculate the amount of hulls present in oats or oat feeds by a microscopic count resembling the "blood count." This count method is also employed in determining the amount of rice hulls in rice bran.

In wheat products, the analyst relies on the chemist in making classifications of middlings, the fiber content having been accepted to determine the several kinds of middlings. He directs his attention to the presence of such materials as rye and barley, and also exercises his judgment in deciding whether the screenings, which may be present, exceed mill run.

The newly elected officers of the organization are B. B. Ross, Ala., pres.; P. H. Smith, Mass., vice-pres.; A. W. Clark, New York, sec'y-treas.; J. W. Sample, member of Executive Com'te for 3 years.

The Montana Dept. of Agriculture has placed a reduced rate of 25 per cent on samples sent in for protein tests from farmers. Tests made for lawyers, preachers and politicians will be charged for at the regular rate.

Commercial Mixed Feeds An Economic Development.

BY W. E. SUITS, PRES. AM. FEED MFRS. ASS'N, BEFORE ASS'N OF FEED CONTROL OFFICIALS AT WASHINGTON.

The educators are doing a marvelous work in giving information to the live stock feeders of this country how best to feed their animals and increase their production, but among the great mass of the farmers the process is extremely slow. This influence fails to reach a large part of the population and it fails to register effectively on another large part.

The educators can inform the feeders how to make feed formulas for good production but they cannot supply the materials. The farmer must assemble his own materials, and frequently he must rely on the local feed store for some or all of them. Unfortunately for this program the feed dealers do not always have all the materials, nor are they always of the highest class, and, such as they are, are bought in small quantities and frequently at large multiple expense.

The commercial mixed feed manufacturer here serves a distinct economic purpose. He offers feeds containing the advantages of wide assortment and good balance, made from the best materials in their classes, milled and blended in perfection. He also supplies feeding directions which meet the needs of the individual case.

The larger feed manufacturers maintain staffs of feeding experts who are graduates of the agricultural colleges, and often men who have been prominent as educators in the science of feeding and nutritional matters. These men keep abreast with the latest developments in animal nutrition, are supplied with private experiment farms for original research and to test the practicability of incorporating these new developments in the feed formulas for various kinds of animals. They likewise are the source of the information incorporated in the feeding instructions and have the direction of other men who visit the feeders. This is work of distinctly educational character and includes the subjects of care, housing, breeding, etc., as well as that of the feeding of the animals.

Enormous quantities of literature covering all of these points are distributed by the manufacturers running into millions of copies of books and circulars. Along this same line they likewise contribute radio talks, also lectures, frequently with moving picture illustrations covering the entire line of poultry and animal husbandry subjects in which the hearers are interested. These manufacturers likewise use great quantities of advertising space in the farm and breed papers, frequently carrying timely messages of educational value to the readers only indirectly connected with the product advertised. Undoubtedly this work is of great help and inspiration to the farming community.

Advantages of the Manufacturers.—The commercial mixed feed manufacturers have strategically well located large milling plants with the most modern machinery for the assembling and manufacturing of their products. The whole world is their field from which to make selection of ingredients; this enables them to not only secure a much wider variety than is possible in a locally mixed ration, but they are likewise in a position to take advantage of the cheapest and best sources for the materials which will give the results required. They maintain laboratories at the plants to analyze the ingredients as they arrive and thereby know they conform to requirements; they likewise make frequent analyses of the finished products and know that they are as represented. The buying and storage capacity of these institutions enables them to take advantage of market conditions, which permit them not only to maintain a low average of cost, but to be assured of stability of formulas.

The mills are equipped with machinery to carefully measure the ingredients, which are stirred and mixed until they are no longer an assortment of individual items, but rather a complete blend which becomes a unit, so that an animal as small as a chicken gets the complete ration with each mouthful. Two men operating one of these mixing units can turn out a couple of hundred tons of feed a day at only a few cents expense per ton.

The result of these methods and equipment is enormously superior to that which can be secured from mixing rations in a barn or a feed store and serves an immensely important economic principle of giving the feeder a well-balanced ration at a moderate cost without labor or scientific knowledge on the part of that feeder. This makes possible the care of larger herds, droves and flocks by fewer men. This results in more specialization, better products, cheaper production and greater profits.

Dr. Armsby's experiments demonstrated that if wheat were fed directly to beef cattle or sheep the return to the family table would be 23% of the food value, whereas if the edible part of the wheat were eaten by man and the by-products fed to beef cattle and sheep, there would be a recovery of 70% of the entire food value of the wheat. If fed to pigs and dairy cows, the results would be 57% and 77%, respectively.

In the case of oats, 16% of the food value is recovered if fed directly to the sheep and beef cattle, and 58% where the oatmeal is eaten by

GRAIN DRIERS

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COARSE GRAINS,
SEED CORN,
BEANS,
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human beings and the by-product fed to the animals. This comparison is 40% and 64% when the animals are pigs or dairy cows.

In the case of corn, the results are very much the same as with wheat.

In the production of flour, cereals and oils there is a vast amount of by-product, and as a matter of food conservation, none of it should be wasted. Probably in the case of bran, middlings, cottonseed and linseed products, very little is lost, but there is a tendency to misunderstand, undervalue and condemn certain other by-products which are produced in great quantities within our boundaries.

Conservation of By-products.—The time is at hand when all of these things must be conserved and it should be the study of the scientists to find ways of getting more value out of these so-called lower grade feed materials. The manufacturers who are endeavoring to the best of their ability to put these materials into a merchantable condition by grinding, blending, and otherwise treating, should be encouraged in their efforts to increase the national supply of feed materials.

Feed from Sawdust.—One of the most interesting days that I ever spent was in 1922, when by appointment I had a call from a member of the Forestry Division, U. S. Department of Agriculture, who wanted my judgment regarding the commercial possibilities of a product which he had recently developed. He had succeeded in hydrolyzing sawdust, and by that process he had made in quantities a feed worth 50% of the carbohydrate value of corn. Experiments were carried on at the Wisconsin Agricultural Experiment Station. After we had discussed the matter at length with relative values, I decided that his product had no commercial importance at the time, but urged that a careful record of the process and tests be kept where it could be located in later years, foreseeing that developments in population, and limitations in food production, might make a very great difference in conditions at some future date.

I wonder if that date is not closer than we expect. Frankly, I think that this country is today threatened with the greatest menace to its agriculture which we can contemplate. I refer to the European corn borer. A few years ago it appeared in three spots in the United States and Canada. It was blown across Lake Erie into Ohio. It is spreading at the rate of 25 to 30 miles a year in each direction. It is now in Northeastern Indiana, the northern counties of Ohio and it will be in the great corn belt of Illinois, Indiana and Iowa within a very few years unless some control is effected more efficient than as yet has been developed.

Think what it would mean were we to annually lose 20% or more of our three billion bushel corn crop. This would make necessary the conservation of every ton of feed stuffs and roughage produced in the country. Let us hope that within this assemblage of agricultural authorities there is a mind which will discover a way of eradicating this terrible pest.

Patents Granted

1,603,445. Scale Loop. Alfred Rousfield, St. Johnsbury, assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. The load transmitting loop comprises a perforated plate having a convex bearing surface formed therein.

1,604,029. Car Dumper. Hans Enard, Pittsburgh, assignor to Heyl & Patterson, Pittsburgh, Pa. A car supporting means is relatively movable with respect to a frame, while car clamping means are actuated upon such relative movement.

1,603,108. Grain Aerator. Katherine L. Heinz, Champaign, Ill. The inclined agitators in the grain passage are vibrated positively, and in the lower portion of the passage are additional agitators pivotally mounted to vibrate under the action of the descending grain.

1,602,664. Hopper Support. Frank L. Hague, Minneapolis, assignor to Fegles Construction Co., Minneapolis, Minn., and Fort William, Ont. Rods anchored at one end in the bin walls have their other ends secured to circular rings riveted to the bottom of the metal hopper.

1,603,865. Weigh Conveyor. Hugh P. Robbins, Chicago, Ill. The conveyor belt is mounted on a scale rigging to determine directly the net weight of a load on the conveyor. The conveyor is driven at one speed to distribute the load over its entire length, and at a higher speed to discharge the load.

1,602,697. Drive Chain. Frank L. Morse, Ithaca, assignor to Morse Chain Co., Ithaca, N. Y. A plurality of plates form the links which are joined by pintles. Projections on the tooth contacting surfaces of the plates are adapted to crush in service to establish tooth contact with all the plates.

1,605,658 and 1,605,659. Clamping Device for Car Unloaders. Edwin H. Kidder, Chicago, assignor to Link-Belt Co., Chicago, Ill. The car is held on a rotary cradle by a clamp, the clamp being held by a drum, a cable leading from the clamp and wound about the drum, and a brake adapted to lock the drum, a brake actuating lever pivoted on the cradle, spring means adapted normally to move the lever into brake actuating position, and means for resisting the movement when the cradle is in car receiving position.

1,605,700. Grain Elevator and Weigher. Thomas G. Branaman, Hutchinson, Kan. The leg delivers to a tiltable hopper containing a deflecting plate and downwardly diverging bottom plates, so that two separate bulk compartments are filled alternately. The tiltable hopper is yieldingly supported.

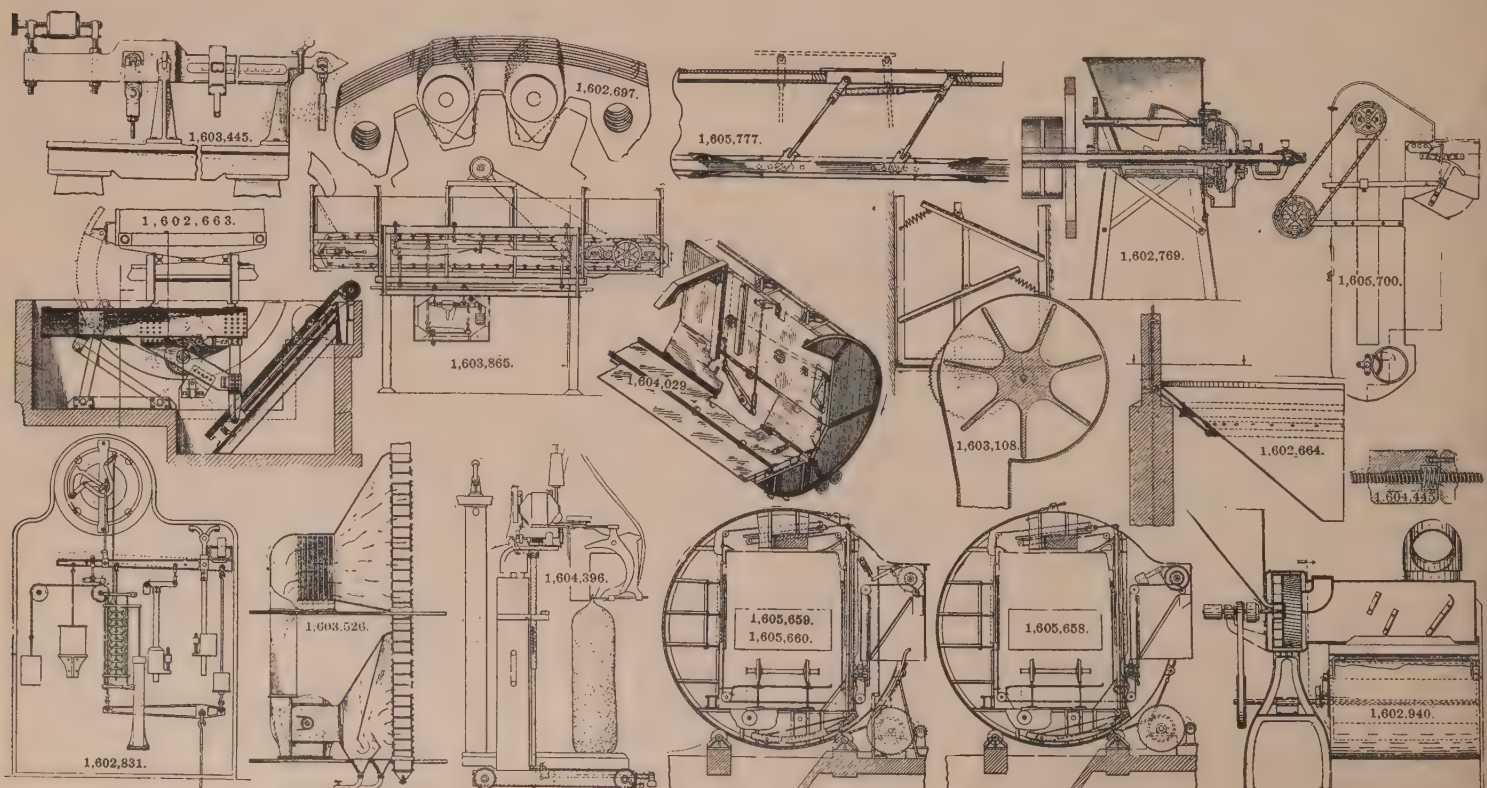
1,602,663. Freight Car Tilting Apparatus. Frank L. Hague, Minneapolis, assignor to Fegles Construction Co., Minneapolis, Minn. The freight car is positioned on a longitudinal axis to be dumped into a pit having chambers on each side to contain the mechanism for tilting the car to discharge thru the side door.

1,604,445. Sealing Weight for Scales. Halvor O. Hem, Toledo, O., assignor to Toledo Scale Co., Toledo, O. The weight comprises a worm, and a two part sealing weight threaded thereon, one of the parts of sealing weight being counterbored to receive an expansive spring and having a socket receiving a pin which projects from the other of the members.

1,602,769. Grinding Machine. John Holland-Letz, Crown Point, Ind. At the bottom of the hopper is a toothed concave having a shaft journaled concentrically in it. Both shaft and concave have teeth. A second shaft above the lower shaft has projections designed to pass some of the material back toward the center of the hopper.

1,604,022. Process for Separating Seeds. Vinton A. Clark, Edgewater, N. J. The invention covers the process of separating and selecting seeds of the highest interior development from inferior seeds, when seeds are of a greater density than water and which consists of immersing the seeds in a solution of nitrate of soda and water, and when the seeds are of a less density than water then immersing the seeds in a solution of linseed oil and carbon bisulphide and thence washing the selected seeds in water to remove the solution therefrom.

1,604,396. Bag Closing Means. Ira T. English, Portland, Ore., assignor to Union Special Machine Co., Chicago, Ill. Combined with a track are a carriage adapted to move along the track, a sewing head mounted on said carriage and depending therefrom, actuated means adapted to be connected to the carriage for positively moving the carriage along the track in one direction, manually controlled means for connecting the actuating means to the carriage and for disconnecting the same from the carriage, and means for returning the carriage to initial starting position when the manually controlled means has disconnected the actuating means from the carriage.



1,605,777. Car Door Opener. Henry Richardson, Passaic, assignor to Richardson Scale Co., Passaic, N. J. The door opener comprises a pair of door pushers having means for mounting them to swing about substantially parallel vertical axes, the free ends of the pushers being adapted to engage a door in the side of a car, and means for holding the pair of door pushers in relatively convergent relation whereby the door-engaging portions of the pushers will be brought into operation, one in advance of the other, to push in different portions of the door when the door pushers swing concurrently about their respective axes.

1,602,940. Oat Huller. John K. Roskamp, Marshalltown, Ia. Within the chamber is a rotatable hulling device with interiorly rugated hollow outwardly opening arms, a rugated wide annulus surrounding the hulling device, the chamber having a delivery aperture for separated hulls and another aperture for separated grain and hulls mingled therewith, a sieve vibratorily mounted beneath the latter delivery aperture, a vertically disposed conduit having a port to receive from the sieve, and means for propelling a current of air upwardly through said conduit past the port therein, to drive the hulls out of the upper end of the conduit while allowing the cleaned grain to descend thru the lower part of the conduit.

1,603,526. Grain Drier. Norman C. Ellis, Evanston, Ill., assignor to Ellis Drier & Elevator Co., Chicago, Ill., a corporation of Wisconsin. Combined in this drier are a cooler unit, a blower, a conduit between the cooler unit and the intake side of the blower, a conduit between the exhaust side of the blower and the drier unit, the blower being adapted to draw air thru the cooler unit and force it thru the drier unit, a pair of substantially imperforate baffles secured in said first mentioned conduit and extending thereacross, the baffles being spaced apart and extended to lap each other to cause the air to travel in a tortuous path and the dust carried thereby to be arrested, and a collector for the dust.

1,602,831. Weighing Mechanism. Herbert L. Merrick, Passaic, N. J. This is an automatic beam loading mechanism. It comprises the combination of a scale beam; a weighing lever connected to the scale beam arranged to support a load; a movable support for the lever; a series of auxiliary counterpoise weights connected to the lever support and normally free of the weighing mechanism; a counterpoise weight connected to the beam operative to bring the beam into equilibrium with a load supported by the lever within a predetermined weight; means carried by the scale beam arranged in operative relation to the auxiliary counterpoise weights on the lever support adapted to transfer the counterpoise weights automatically as successive increments from the lever support to the scale beam when the load supported by the lever exceeds such predetermined weight for the purpose specified.

Netherlands Futures Market for Wheat.

On Sept. 14, the Rotterdam Ass'n of Futures Market in Grains offered facilities for future trading in wheat according to a report from Edward A. Dow, American Consul. Similar facilities for trading in corn have been offered by this ass'n since 1912.

An idea of the possibilities of this market may be gained from the statement that recently 100,000 metric tons (3,674,000 bus.) of wheat were discharged during one week at Rotterdam, while the weekly record figure is 150,000 tons (5,511,000 bus.).

Discharge at this port is affected usually by means of movable cranes from ocean ships onto river vessels or barges, which convey the cargo to such ultimate destinations as ports of the Rhine. Rotterdam has a total of 28 movable elevators at its docks for unloading grain, most of these having a capacity of 300 tons (11,022 bus.) per hour.

The President of the Rotterdam Grain Futures Organization contrasts the condition at Rotterdam with many other ports which permit deliveries of grain only from lighters or warehouses. At this port contracts for future deliveries permit dock discharge from vessels, thus avoiding the high cost of transshipment.

Supply Trade

Jackson, Mich.—The Allis-Chalmers Mfg. Co. announces the opening of a branch office in this city with L. F. Berry as resident representative.

Oruro, Bolivia.—Ernest Smith has been appointed sales engineer in the Allis-Chalmers Mfg. Co. office in this city. This is a branch of the company's district office at Santiago, Chile.

Wichita, Kan.—A. C. Rynders of White Star Co. was in Chicago last week and reported that 1926 had given his company the best business for ten years and inquiries for supplies are still rolling in.

Chicago, Ill.—The C. & N. W. Ry. Co. is making inquiries for \$10,000,000 worth of equipment of various kinds to be delivered early next year. On this equipment roller bearings will be applied to freight cars for the first time in history.

Hobart, Okla.—G. G. Price, widely known scale man traveling out of Oklahoma City for the Howe Scale Co., suffered a stroke while here and died on Oct. 11. His home was in Texarkana where his remains were taken for burial. Mr. Price had many friends in the trade who will feel keenly his loss.

Buffalo, N. Y.—Alfred E. Baxter, president of the A. E. Baxter Engineering Co., died at his home in this city Nov. 1. Mr. Baxter designed many of the country's largest flour mills and grain elevators and enjoyed a large acquaintance in both the grain and milling fields. His many friends will mourn his loss.

Chicago, Ill.—As a result of demand from the trade, the Link-Belt Co. has extended the horse power range of Link-Belt Silent Chain Drives available from distributors' stocks, from its present scale of 1/2 to 10-horse power, in practically any reduction from 1 to 1 up to 7 to 1. The step-up to 15 horse power is the first change made by the Link-Belt Company in the original plan of Stock Drives Distribution, but it does not, in any way, interfere with engineering drives which this company has furnished for over twenty years, up to and above 1000-horse power.

Bean Inspection in Intermountain States.

Arrangements have been completed by the Bureau of Agricultural Economics, United States Department of Agriculture, for establishing Federal-State bean inspection in Montana, Wyoming and Idaho, and Federal bean inspection in Colorado. An inspector has been licensed at Billings, Montana, in co-operation with the Montana Department of Agriculture; one at Worland, Wyoming, in co-operation with the Wyoming Department of Agriculture; and several in Idaho in co-operation with the Idaho Department of Agriculture. These Idaho men will be stationed at Twin Falls, Boise, Lewiston, and at such other points in the State as the service may be needed.

These three State Departments of Agriculture have adopted as State standards the United States standards for beans recommended by the Bureau of Agricultural Economics on Sept. 1, 1926, and the inspectors licensed in these States will issue joint Federal-State certificates showing the grade of the beans in accordance with Federal standards. These inspectors may when requested to do so show on the certificate, in addition to the Federal grade, the grade of the beans by any other standards with which they are familiar.

The service in Colorado has been inaugurated in co-operation with the Denver Grain Exchange, two of their grain inspectors being licensed as Federal bean inspectors.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4 1/2 x 7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3 1/2 x 6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4 1/2 x 5 1/2 ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 3 1/2 x 10 1/2 inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 8 1/2 x 9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6 1/2 x 8 1/2 ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

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" D—Loss in Market Value Due to Delay in Furnishing Cars.

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These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

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411-E contains 100 sets all Form E. Price, \$2.00.

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Supreme Court Decisions

Crop Mortgage.— Chattel mortgage on crops to be planted on leased land, given as security for rent, *held* valid though crop was planted by sublessee, who had knowledge of mortgage, in view of Rev. Code 1919, § 1529.—*Schlect v. Hinrich. Supreme Court of South Dakota.* 210 N. W. 192.

Market Value.— "Market value" of personal property has been defined as price established by public sales in business, or prices dealers are willing to receive and purchasers are made to pay, when goods are bought and sold in ordinary course of trade.—*Commander v. Smith. Supreme Court of North Carolina.* 134 S. E. 412.

All Methods of Price Maintenance Not Prohibited.—Order of Federal Trade Commission, requiring manufacturer to desist from utilizing "any other equivalent co-operative means of accomplishing the maintenance of prices fixed by" it, *held* too indefinite, and such as should be modified by provision enumerating means not prohibited.—*Cream of Wheat Co. vs. Federal Trade Commission. U. S. Circuit Court of Appeals.* 14 Fed. (2d) 40.

Carrier Can Not Collect Freight from Original Shipper.—Carrier, accepting shipment of eggs on which freight was to be paid by purchaser presenting assigned B/L, *held* not entitled, after permitting diversion of shipment by purchaser, and failure to collect freight of ultimate consignee, to recover freight of original shipper. Action for freight on carload shipments, not instituted for approximately three years, *held* barred by limitations.—*Houston & T. C. R. Co. vs. Lee County Produce Co. U. S. District Court, Texas.* 14 Fed. (2d) 145.

Not Gaming Unless Both Intended No Delivery.— Construing section 9699, Comp. Laws 1913, being chapter 58, Sess. Laws, 1905, prohibiting the operation of bucket shops, it is *held*, for reasons stated in the opinion, that the rule in *John Miller Co. v. Klovstad*, 14 N. D. 435, 105 N. W. 164, to the effect that the test of illegality is the intention, not alone of one of the parties, but of both, was not modified by the statute, and that when the defense, in a suit on a promissory note, is that the consideration was a gambling deal on the Board of Trade, it is incumbent upon the defendant to prove that the other party to the transaction intended that there should not be a bona fide sale and purchase and receipt and delivery of a commodity in the future.—*Thoreson v. Hector. Supreme Court of North Dakota.* 210 N. W. 169.

Wisconsin Produce Commission Merchant Law Invalid.—Classification in St. 1925, § 99.32 (Laws 1925, c. 389), regulating wholesale produce business *held* not improper because wholesale grain dealers subject to jurisdiction of Wisconsin Grain and Warehouse Commission, under Grain and Warehouse Commission Act (St. 1925, §§ 126.01 to 126.74), are exempt from license provisions thereof, since exemption must be construed to apply to such grain dealers only in so far as they confine their operations to handling grain. St. 1925, § 99.32 (Laws 1925, c. 389), regulating wholesale produce business and defining wholesale produce dealers as those who buy produce for resale principally to others than consumers, or agents selling produce principally to others than consumers, and making violation thereof a misdemeanor *held* invalid for indefiniteness, "principally" being relative term, and such invalidity extends to and makes entire act invalid, notwithstanding section 99.32.—*State ex rel. Hickey vs. Levitan, State Treasurer. Supreme Court of Wisconsin.* 210 N. W. 111.

Elevator Operator Liable for Injury of Grain Sweeper.—To make plaintiff an invitee on defendant's premises, relative to care owing to her, it was enough that foreman at defendant's grain elevator, who permitted plaintiff to pick up grain and sticks from the track for herself and asked her to clean up where she worked, was in immediate charge and control of moving, placing, loading, and unloading cars, so that he could be considered to have apparent authority. It was not enough that invitee, on premises where cars were being moved and unloaded at grain elevator, was warned of general dangers; accident occurring from unusual and unintended movement of spotted car from clutch of moving apparatus not being completely opened.—*Fleischmann Malting Co. v. Mrkacek. U. S. District Court of Appeals.* 14 Fed. (2d) 602.

Missouri Futures Tax Invalid.

A final decree of the court is expected soon announcing the ruling of the three federal court judges against the Missouri state tax of 25 cents on each trade in grain for future delivery.

An order of a temporary nature was made Oct. 13 in the suit filed Feb. 12 by the St. Louis Merchants Exchange and the Kansas City Board of Trade to have the Missouri officials enjoined from collecting the tax. The court held the tax to be in conflict with the federal statutes; but traders are still paying the tax to a receiver in escrow, as they have been doing since the suit was started, and on the filing of the decree the money will be refunded.

Carrier's Liability for Delay.

The Supreme Court of the United States refused to issue a writ in No. 518, J. W. Craig, of Wichita, Kan., v. the Frisco System, questioning the correctness of the trial court's direction to the jury limiting the recovery on account of negligent delay of shipments of wheat from points in Kansas and Oklahoma, held in storage, to nominal damages.

Craig proved the difference in market value at destination, European ports.

The trial court held that such a measure of damages was inapplicable and that special damages resulting from delay had to be shown, such as particular contracts lost, or deliveries missed.

As the Supreme Court did not pass upon the several points involved, the decision is not important, and does not set aside the rule that damages are based upon value at the time the grain should have arrived at destination.

Wheat Rates to Be Probed Jan. 11.

An investigation of all of the class freight rate schedules in Western Trunk Line territory will be begun by the Interstate Commerce Commission on Jan. 11 at Omaha, according to a recent dispatch from Washington, D. C.

The investigation, the dispatch says, is called as the result of views brought out by shippers, carriers, and representatives of railroad commissions at a conference held in Chicago on Sept. 10 at which time it was made certain that "the Western Trunk Line class rates are badly in need of adjustment and that such revision should be brought about at the earliest possible date."

A large number of individual and community rate complaints have been grouped together with the commission's own proceedings and will be considered simultaneously at Omaha.

Grain and grain products and certain other commodities which generally move under specific commodity rates will be excluded from consideration as a unit at the Omaha hearing, being considered as grouped classes only.

In order to perfect plans for the investigation the commission called a preliminary conference at Chicago on Oct. 28 of its own agents, representatives of state commissions, shippers, and carriers.

Grain Carriers

Scarcity of ocean space and consequent lack of export demand has had its hearing on lake grain rates the past month.

"No demurrage accruals" during November is the slogan promoted by the Regional Advisory Board headquarters at Washington, D. C.

St. Louis, Mo.—The Merchants Exchange is favoring continuation of the American merchant marine under federal supervision until definite routes are established.

National Industrial Traffic League will hold its annual convention at the Commodore Hotel, New York City, on Nov. 17-18. A tentative program is given in this number of the Journal.

Duluth, Minn.—The world's longest grain freight recently reached here with 360,000 bus. wheat in 202 cars valued at half a million. The train was 1½ miles long and hauled via the Great Northern.

The Western Maryland, Baltimore & Ohio and Pennsylvania petitioned the I. C. C. to dismiss Boston's complaint against Baltimore's freight differential, which quite naturally is based on distance.

Chicago, Ill.—A conference of eastern and central western grain carriers was held here Oct. 28 seeking a readjustment of through overhead rates between points in Eastern and Western Trunk Line territory.

Baltimore, Md.—An appeal to the Shipping Board for vessels to relieve the congestion at this port because of the scarcity of bottoms and the large accumulations of wheat has been made by the directors of the Chamber.

Total freight car loadings for 19 consecutive weeks have averaged better than a million cars per week, two holiday periods excepted. For the third time this year all previous high records were exceeded, the last high week ending Sept. 18.

A report prepared by the Illinois Central sets forth that recent I. C. C. rulings are preferential to Galveston and unduly prejudicial to New Orleans. Receipts and shipments of the two ports during the past few years is used as evidence.

Buffalo, N. Y.—State barge canal tonnage records for the season up to Oct. 15 were broken by this year's traffic, which was 6,302 tons in excess of that of the same period last year, totaling 1,890,190 tons. The channel was opened four weeks later this year than last, which increases the tonnage per ton-day.

Winnipeg, Man.—The steamer *Grant Morden* took the record wheat cargo out of Port Arthur, Ont., Oct. 15, smashing all previous records with 508,000 bus. of wheat, 5,000 more than the record of 503,000 bus. which the *Morden* loaded at Port Arthur, Ont., four years ago.

Congestion in New York harbor due to inadequate storage capacity is aiding the barge canal. Last grain cargoes are loading and the 6c rate on wheat has been raised to nearly 7c, with a storage clause included. The east-bound movement of grain has continued up to average in spite of the increase shown in elevators. Direct railroad shipments are also heavy.

The Argentine farmer ships his wheat to Europe—a short land haul and a long sea one—at a cost of 22.5 cents a bushel. The Red River Valley farmer pays for a long land haul and a short sea haul 35 cents a bushel to get his wheat to the same market. The odds here are 12.5 cents a bushel against the American farmer, odds that the St. Lawrence canal would wipe out.—*St. Paul Dispatch.*

Grain and grain products were loaded into 5,815 cars during the week ending Oct. 23, an increase of 1,957 over the preceding week. Western districts alone loaded 37,198 cars, an increase of 6,285 cars over the corresponding week last year.

Kansas City is soon to have a direct rail connection with a gulf shipping port which is 8 miles nearer to tidewater than the present route via New Orleans. The "Frisco" has just received permission from the I. C. C. for the construction of a connecting link from Aberdeen, Miss., to Kimbrough, Ala., a distance of 50 miles, which will give the Frisco a direct line from Kansas City to Pensacola, Fla., a distance of 919.5 miles. New Orleans is 877.7 miles from Kansas City, but there is about 100 miles of river sailing from New Orleans to the Gulf.

"Permit" System Replaces Vancouver Embargo.

As the result of various conferences on the part of Vancouver Merchants Exchange, the Vancouver Harbor Board, the Vancouver Board of Trade, Canadian Pacific and Canadian National railway officials, and officers of the Canadian Co-operative Wheat Producers, Ltd., the "permit" system for grain shipments was installed on the C. P. R. on Nov. 3 and on the C. N. R. on Oct. 28 to replace the embargo established on Oct. 23.

Shippers who can satisfy the carriers that they have means for immediate disposal of their grain shipment upon arrival at Vancouver will be granted a "permit."

Shipping tonnage is short and grain is moving freely, elevators are nearly filled and the grain carriers have enough stocks rolling to overburden all facilities. Further relay is assured due to the necessary drying process the damp and tough grain must be put through to become properly "conditioned."

January space is reported as already booked, not to mention December and current month berths.

Prince Rupert, a newer grain port some five hundred miles northwest up the coast of British Columbia, is not suffering from congestion and is unrestricted as are the lake ports.

The "permit" system of control of grain shipments is to continue only as long as the present congestion exists.

National Industrial Traffic League to Meet.

The annual meeting of the National Industrial Traffic League is scheduled to be held at the Hotel Commodore, New York, Wednesday and Thursday, Nov. 17 and 18. Business sessions will begin at 10 a. m. and 2 p. m. on both days. The annual dinner will be held in the Hotel Commodore at 6:45 p. m. on Nov. 17. The com'tee in charge of the dinner arrangements respectfully urges members to make their dinner reservations immediately. The applications may be addressed to W. N. Agnew, general traffic manager, Worthington Pump and Machinery Corp., 115 Broadway, New York City.

Among the matters to come before the meeting is the report of the Bill of Lading Com'tee by W. R. Scott, chairman, covering the "No recourse" clause on prepaid shipments; carbonized B/L form; uniform switch order; proposed incorporation of Conference Ruling 74 in B/L terms and conditions; and shipments destined to prepay stations on Order B/L.

H. D. Rhodehouse, chairman, will make the report of the Diversion and Reconsignment Com'tee.

Report of the Freight Claims and Claims Prevention Com'tee will be made by C. B. Baldwin, chairman, and among other things will include the furnishing of destination seal records; car doors and thefts; and claim prevention.

The Legislative Com'tee's report will be made by R. C. Fulbright, chairman. Besides the general situation it will cover the important Newton Bill (H.R. 12065) which soon goes before the Senate. This takes in the extension of time for settlement of freight charges; liability of consignee agents for freight charges; extension of suspension period; terminal carriers' liability; limitation on suits by Director General as Agent; and liability for misdating Bs/L. The limitation of action against shippers for collection of charges and shippers' load and count provisions will also be taken up.

Members and prospective members are urged to attend all sessions.

I. C. C. Activities.

Grand Forks Terminal case, stated in full on page 369 (Sept. 25) and scheduled to become effective Nov. 1, is to be brought up for a rehearing at Bismarck before Examiner Cheseldine on Nov. 9.

Minneapolis Traffic Ass'n and St. Paul Ass'n of Public & Business Affairs request suspension of proposed rate increases on grain and grain products via the Northern Pacific to St. Louis, effective Nov. 1.

Minneapolis grain and milling interests presented testimony at an I. C. C. hearing in Minneapolis on Nov. 5 to show the desirability of transit privileges on grain shipped from Mobridge territory on the Milwaukee railroad through Minneapolis to Duluth.

Fargo Commercial Club cases, originally scheduled for Oct. 27 at Washington, D. C., have been indefinitely postponed by the I. C. C. It is likely these cases will be brought up in conjunction with cases from other states in the Omaha investigation on Jan. 11. Fargo interests demand the same rate for clover seed as is now applicable on flax and millet seed.

Chicago Board of Trade vs. Santa Fe, No. 15511, in which the proposed rate on grain from southwest Iowa to St. Louis was increased to that paid on Chicago shipments, will be heard at Omaha on Nov. 22. It was the Shenandoah (Ia.) Chamber of Commerce that was granted a rehearing of this case in which the St. Joseph Grain Exchange was later permitted to intervene.

Kansas Flour Mills Co. v. Santa Fe, No. 18079, alleged undue prejudice existing in 1921-22 by reason of a 44½¢ rate on wheat from Hunnewell, Kan., milled in transit at Anthony, Kan., and the product forwarded to Denver, there being a 42¢ commodity rate from Missouri River territory and Southeastern and Northern Kansas. The complaint was recommended for dismissal.

Superior Mfg. Co. (C. A. Bailey, trustee in bankruptcy) vs. Oregon Short Line et al., No. 17420, the I. C. C. returned a finding of unreasonableness of the minimum weights applicable (40,000 lbs.) on alfalfa meal shipped from Idaho stations to Memphis, Tenn., during the last three months of '23 and awarded reparation. The correct minimum of 30,000 lbs. was the basis of the award. Rates did not enter into this case.

Birmingham (Ala.) Traffic Bureau complaint against Ill. Central, attacking rates on grain from the primary markets of the West when milled to flour and feed, etc., reshipped from Birmingham to several points on the L. & N., was heard before the I. C. C. on Nov. 8. There are 26 grain dealers of this district interested. The complaint claims that dealers located at Meridian and Jackson, Miss., and Nashville, Tenn., have the advantage of a lower level of rates with stations south of Montgomery, Ala.

Partial unloading of a car in transit at a charge of \$5, as permitted by the Missouri law, was approved Oct. 30 by the Commission in No. 16729, **Southwestern Milling Co. v. Santa Fe**. The Commission directed the carriers to incorporate the provision in their tariffs not later than Dec. 10. It will apply to grain and grain products, on the highest weight in the car, at the thru rate. The law was enacted in Missouri Mar. 21, 1923, and went into effect by a tariff, July 15, 1923, on intrastate traffic. The charge on interstate shipments under the Western Trunk Line tariff has been \$11 to \$29 more than under the Missouri rule. The Commission now extends the \$5 rate to grain and grain products originating at Kansas City, Kan., Atchison, Kan., and St. Joseph, Mo.

Mississippi Valley Ass'n to Convene at St. Louis.

According to an announcement by President James E. Smith, the Mississippi Valley Ass'n will meet in St. Louis, Mo., on Nov. 22nd and 23d.

The planks of their platform as set out are:

(1) Safe and usable river channels from Sioux City, Omaha, Kansas City, Minneapolis, St. Paul, Chicago, Peoria, Pittsburgh, Cincinnati, Louisville, Evansville, Paducah, Nashville, Chattanooga, St. Louis, Cairo, Memphis, Birmingham and points between, to the Gulf;

(2) Adequate rail and river terminals at these and other important rail and river junctions;

(3) Well equipped, well managed barge and boat lines supplementing and feeding rail lines and highways to interior points;

(4) Safe and dependable river channels with full flood protection;

(5) Water resources conserved and intelligently used in public service.

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Rock Island supplement 8 to 19690-L, I. C. C. No. C-11504, effective Oct. 23, reduces the wheat, corn, flax seed, hemp seed and broom corn rate from Tonkawa, Sta. No. 3 and Ponca City, Okla., to Groups 1 (Little Rock), 2 (Newport), 3 (Searcy), 4 (Jonesboro).

Chicago & Alton supplement 4 to 1614-G, I. C. C. No. A-1628, effective Nov. 20, cancels supplement 3 and reduces the rate from Springfield, Ill. (when from beyond), to certain Illinois and Indiana stations, except Evansville, Ind., when the rate is advanced, as specified.

Illinois Central supplement 66 to 1537-G, Ill. C. C. No. A-748, cancels supplement 61 and postpones the effective date of rates on grain and grain products and articles taking same rates, as specified, insofar as creating advances on Illinois intrastate traffic, until Nov. 8.

C. W. Galligan, agt. Chicago Switching Com'te tariff No. 20-P, naming local and joint terminal charges, rules and regulations from or to points within the Chicago District on out-bound and in-bound traffic, also rules governing intermediate service on freight traffic passing thru the Chicago District, cancels tariff No. 20-O, effective Nov. 20.

Rock Island supplement 27 to 31408-C, I. C. C. No. C-11066, effective Oct. 22, reduces rate from Tonkawa, Sta. No. 3 and Ponca City, Okla., to Memphis and New Orleans on wheat, corn, flax, hemp and millet seed and broom corn, as indicated; reduces corn rate from Memphis in reverse direction; also broom corn rate from these Oklahoma stations to Alexandria, La.

Illinois Central supplement 2 to 1537-H, I. C. C. No. A-10179, effective Nov. 24, cancels supplement 1, makes reductions in thru feed rates where higher than sum of intermediate rates, allows reduction in the grain and grain products rates from C. & I. M. points to and between terminals and transfer points, as specified. An advance on grain and grain products to Evansville, Ind., from certain Illinois stations is also listed.

Illinois Central supplement 3 to 1537-H, I. C. C. No. A-10179, effective Dec. 2, reduces the grain or grain products rate from Pekin, Peoria, Bloomington, Decatur, South Pekin, Springfield, Ill., to Jones, Grayville, Robinson, Dieterich, Ill., on traffic originating both in Illinois and beyond, and likewise reduces the grain and grain products rate from Chicago (when originating beyond) to same destination stations under same conditions.

Rock Island supplement 9 to 28675-G, I. C. C. No. C-11520, effective Oct. 23, reduces the seed rate as specified from Martell, Clatonia, Plymouth, Hebron (to Nelson), Neb., Formoso, Mankato, Esbon, Kan., when routed to Kremlin, Okla., and destined for Tonkawa, Station No. 3 and Ponca City, Okla.; also reduces the wheat and wheat flour and corn rate between these last three named Okla. stations and Groups 1 (Chicago), 5 (Minneapolis), 6 and 7, 8 (Kansas City), and 9 (Omaha), also when from St. Louis-E. St. Louis add linseed cake-meal and cane seed; to wheat, wheat flour and corn add articles taking same rates for list of reduced rates to Sioux City, Ia.; also reduces propor-

tional from St. Louis or E. St. Louis on wheat and wheat flour, corn and alfalfa feed from Kansas City-St. Joseph, Mo., Atchison, Leavenworth and Kansas City, Kan., Omaha, So. Omaha, Neb., and Council Bluffs, Ia.; also wheat and wheat flour and corn rate reductions from Rock Island, Ill.; also reduction on alfalfa and meal thereto from all Mo., Ill., Ia., Neb. and Kan. points heretofore mentioned; all above from or to Tonkawa, Sta. No. 3 and Ponca City, Okla., as specified, etc.

Insurance Notes.

A 20-h. p. motor pulling a 50-bbl. mill in Nebraska burnt out. The owners of the plant thought the motor was defective and sent it back to the factory. The load of the mill was checked up, and it was found that a 40 h. p. motor was necessary to pull it without trouble. Of course, the contractor who put in the 20 h. p. motor was at fault; but it is a good thing to remember that a little surplus power is a nice thing to have around. Have the load checked up before installing power. It will pay well.

Insurance Company Insolvent.

The failure of the Integrity Mutual Casualty Co. and its entering the hands of a receivership was immediately followed by the presentation of numerous claims and development of suits. Recently the Steen school district of Rock County, Minn., won its suit to recover \$3,600. The insurance company had carried the depository bonds on the State Bank of Steen, which also failed. Suit was brought to recover the school funds on deposit with the bank.

Attorneys for the insurance company tried having action dismissed due to the company's being in the hands of a receiver and insolvent, but the court ruled the company was originally compelled to furnish bond and make cash deposit in order to engage in business in Minnesota. In the belief that this bond and deposit was still intact, regardless of the receivership, an order was entered for the full amount of the verdict. A number of similar claims are now being entered against the receivership.

The Integrity Mutual Casualty Co. went into the receivership on May 29 with an estimated impairment of about \$250,000. Figures of the auditors following the receivership showed a net deficit of policy holders of \$662,490, completely wiping out the guarantee surplus fund shown as \$300,000 at the end of last year.

Auditors indicate "that a part of the gross discrepancy between our figures and those shown by the company's books is due to the fact that so great an amount of business was underwritten during the last few months of the company's existence."

The company had evidently continued to write policies after it had become insolvent and after the modern bookkeeping records kept by insurance companies must have shown it was insolvent. The writing of business that the company was in no financial position to handle following knowledge of such insolvency can hardly be ethically classed as anything but fraud.

The use of the mails for the perpetration of fraud or for obtaining money under false pretenses is strictly prohibited by federal law.

Yet in writing such business the mails must have been used.

Admitted assets on May 29 are shown to be \$995,685, while total liabilities were \$1,656,176. The total income over the period from Jan. 1 to May 29 of this year was \$982,641, with total expenses of \$867,726. The report of the company to the Illinois Department at the end of last December showed a reserve for claims of \$554,655 and a reserve for unearned premiums \$300,938, a total of \$854,993. Comparing these figures with those found on May 29, five months later, there is shown an aggregate of \$1,602,557, resulting in increased liabilities of \$747,563.

Not Guilty of Arson.

Grain dealers generally will be interested in knowing that Herman N. Lunde was tried in the District Court at Little Falls, Minn., on a charge of arson in the third degree. The state charged Lunde with setting his elevator on fire while four watchmen were in the office attached to the elevator.

The evidence of the state showed that Lunde had forged checks amounting to \$4,011.45; these checks were issued to farmers and also to people who had never been heard of in the locality of the elevator. Lunde operated as the Bowlus Grain Co., at Bowlus, Minn. The prosecution claims Lunde's system was to issue checks for grain that was never delivered, forge the endorsement of the payee and collect the cash from the bank. The Van Dusen Harrington Co. of Minneapolis, Minn., was financing the account and at the time of the fire Lunde was owing that company \$16,810.43 for money he had borrowed to purchase grain.

The state charged that Lunde had not the grain in the elevator his books showed and therefore he burned the property as the only way out of a bad situation. The elevator was actually afire three different times before it was destroyed. The first time a potato warehouse 28 feet north of the elevator burned. The wind was from the warehouse to the elevator, but fortunately the elevator was saved with but a minor damage to the cupola.

It was pointed out that Lunde then put on four nightwatchmen, but furnished them with moonshine. While the watchmen were in the elevator office, the elevator again caught fire (this was a day after the warehouse fire) about 4:00 a. m., but the watchmen discovered the fire in time to extinguish it. They found gasoline soaked grain on the basement floor, indicating questionable conditions. A quart jar was filled with this grain and was introduced as evidence.

The next day after this affair the night watchmen were taken off and the elevator burned to the ground the following morning. When the salvage was taken out a gallon oil can was found in the ruins. This can belonged to Lunde. The insurance on the elevator, machinery and fixtures amounted to \$6,200. The amount claimed under grain policies was \$15,450.

The trial lasted six days, and the case went to the jury Saturday night about seven. They deliberated until about two a. m. Sunday, and came in with a verdict of not guilty. Lunde is still under arrest, having been indicted on 12 counts of forgery and will be tried in the near future.

George W. Wells, state fire marshal, is very actively engaged in an effort to stamp out incendiary fires in the state of Minnesota, and his department conducted a rigid investigation. Lunde has had a great deal of experience, having operated at Scobey, Mont.; Esmond, N. D.; Wolford, N. D.; Willow City, N. D.; Ormsby, Minn.; Marion, N. D.; Dwight, N. D., being in the grain business at these points. At Dwight, N. D., while manager for the Farmers Elevator Co., he became involved with the New Amsterdam Casualty Co., who bonded him. Here he had a shortage of approximately \$4,000. He was sentenced to six months in the county jail at Wahpeton, N. D., for this offense.

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Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." It has 200 pages, size 9¼x12 inches, and room for 4,000 loads. Printed on linen ledger paper, with strong cloth covers and keratol corners and back. Shipping weight, 2 lbs. Order Form 380. Price \$3.00.

Receiving and Stock Book. Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size 9¼x12 inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, 2¼ lbs. Order Form 321. Price \$3.00.

Grain Receiving Ledger is an indexed book especially adapted for keeping individual accounts with farmer patrons. Each page is 8½x13½ inches, numbered and ruled for 44 entries. Ledger paper and well bound in cloth with keratol back and corners. 228 pages. Shipping weight, 3 lbs. Order Form 43. Price, \$3.50.

Form No. 43 XX contains double the number of pages. Shipping weight 4½ lbs. Price, \$5.50.

Grain Scale Book is designed to assign separate pages to each customer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages, of high grade linen ledger paper. Each page is 10¼x15¼ inches, will accommodate 41 wagon loads and it has a 28-page index. Well bound with cloth and keratol back and corners. Shipping weight, 4½ lbs. Order Form 23. Price, \$4.75.

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Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10¼x16 inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3¼ lbs. Order Form 14AA. Price \$3.50.

Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10¼x15¼ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.00.

Shippers Record Book. This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size 9¼x12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$3.00.

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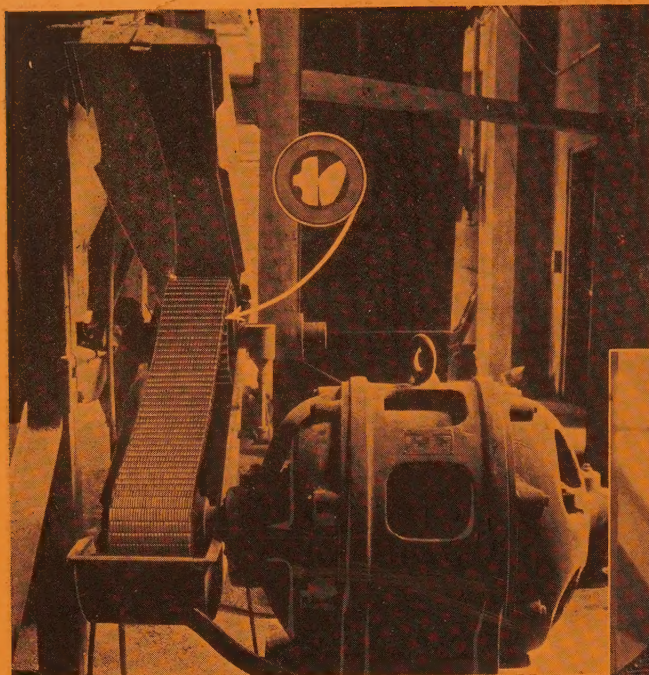
Fires from Hot Bearings Are Careless Fires.

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Secretary
Indianapolis,
Indiana



C. R. McCOTTER
Western Mgr.
Omaha,
Nebraska

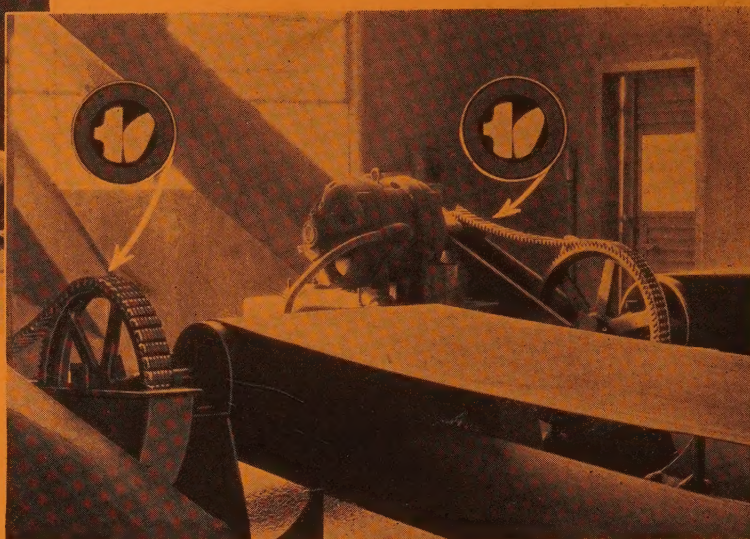
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Both views in Kansas-Missouri Elevator, Kansas City.



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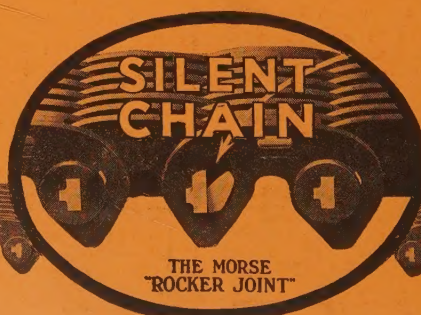
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